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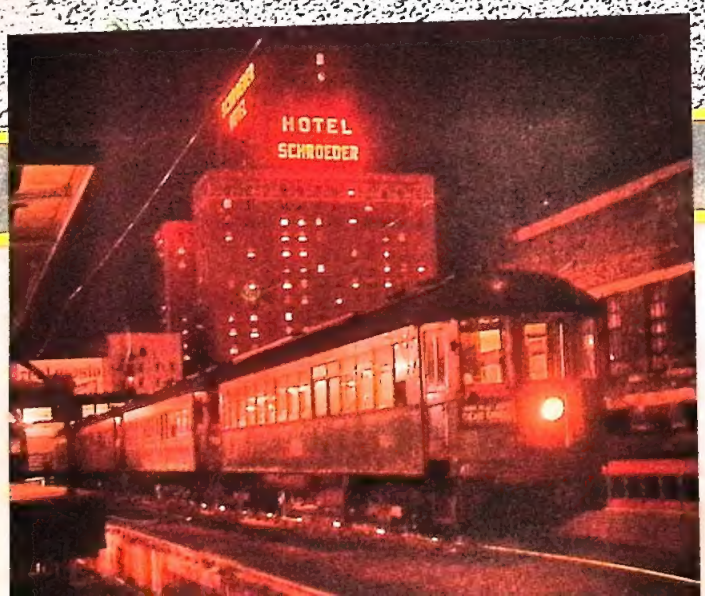

Legends in Gray

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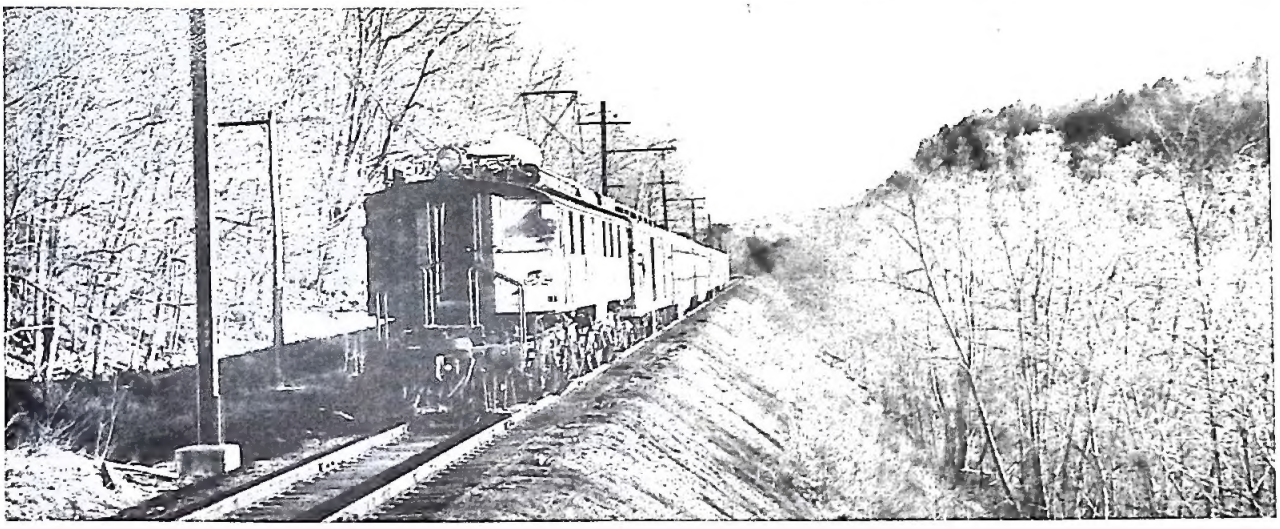

IN THE SHORE LINE'S SHADOW The Six Lives Of The Danbury & Norwalk Railroad *by L. Peter Cornwall*

Western Connecticut's unique D & N railroad is the subject of author Cornwall's text gleaned from a pleasant mixture of historical research, anecdotes, over 30 years as a Fairfield County commuter, and a lifetime's fascination with railroads generally. This is the story of a railroad whose original charter envisioned the use of horses for motive power and ultimately mixed horsecars on the same tracks with its steam trains! Its principle branch held the distinction of being the steepest grade on what became the New Haven Railroad. The D & N was a key link in a Boston - New York through route culminating with a Long Island Sound steamer ride to circumvent an arch-rival. The line fell into the New Haven camp, lost much of its freight traffic, and became a passenger thoroughfare for commuters or patrons bound for the cool Berkshire Hills of Massachusetts.

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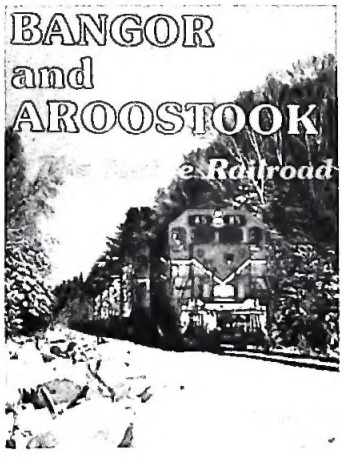

BANGOR and AROOSTOOK: The Maine Railroad
By Jerry Angier & Herb Cleaves

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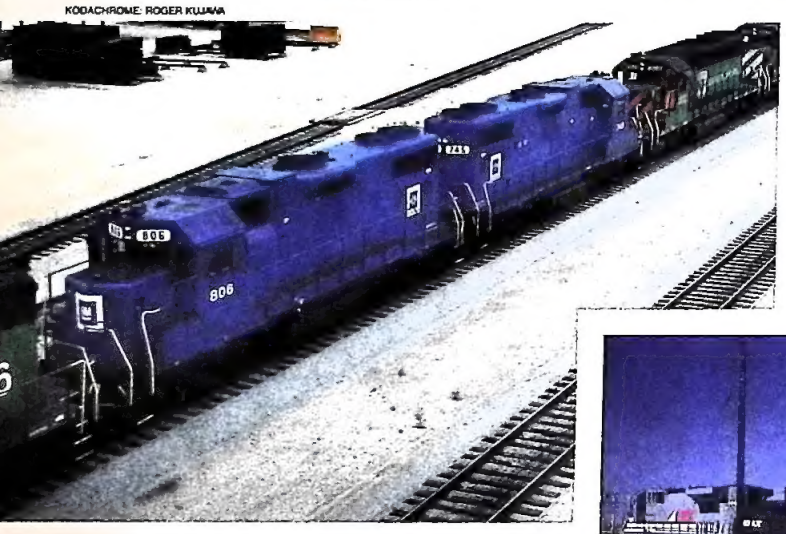
Railnews

KODACHROME MICHAEL HOFF

THE WISCONSIN CENTRAL became the largest of the new regional railroads at 12:01 a.m. on Sunday, October 11, 1987. Former-MP GP35m 4007 shows off the new livery at North Fond Du Lac on October 18. See page 38.

KODACHROME ROGER KUJAWA



GENERAL ELECTRIC has entered the "power by the hour" business with 100 B39-8s lettered for LMX Corporation in service on the Burlington Northern. The units will be maintained by BN employees at Lincoln, Neb., under GE supervision. LMX 8540 and 8528 are seen (below) with a fuel tender at Pine Bluffs, Wyo., September 22, 1987, during testing on the UP.

BURLINGTON NORTHERN is leasing 50 former Conrail/PC GP38-2s from EMD. The units are still in Conrail blue but wear GM decals on the nose and long hood. Units 806 and 745 are shown at BN's Galesburg, Ill., locomotive facility on September 8, 1987. See page 38 for details.

KODACHROME DUNCAN RICHARD

KODACHROME STEVEN BLEDSOE

TEXAS SOUTHERN F-UNITS were at Dallas Union Station on September 12, 1987, preparing for departure with 19 cars of the "Papal Special" carrying over 500 people bound for a mass by Pope John Paul II the next morning in San Antonio. See page 38 for details.

THOMAS J GOLDEN

VIA RAIL CANADA has purchased its first switchers, four Inland Steel SW1000s (115-118) and renumbered them 200-203. The 201 was in a GTW freight at South Holland, Ill., October 3, 1987. They will be assigned to Mimico, Ontario.

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From the Publisher's desk: Tramping old right-of-ways

Recently at lunch with Bill Ward, one of the co-chairmen for the 1988 NRHS National Convention in New Jersey, the conversation drifted inevitably to recent fantrips and photo jaunts. Bill had recently chaired the Erie Lackawanna Historical Society convention in New Jersey, and I asked if he'd gotten out on any of the trips. The answer was negative. Chairmen don't get the time. But he had been on a recent O&W Chapter bus outing over abandoned L&HR right-of-way and discovered he'd had a ball, even though tracks were gone and no trains were to be seen.

We'd done the same thing with another NRHS chapter years ago following the abandoned North Jersey Rapid Transit right-of-way, led by Cdr. E. Jay Quinby, who had been a motorman on the line in better days. Jay was able to pinpoint landmarks, many of which were still visible if you knew where to look. At Allendale, there were concrete foundations for the trestle that ran over the Erie's yard. At several points one could find bits of rail embedded in concrete roads. A few old stations, long converted to other uses, were still recognizable. It was a fun trip. (We have Quinby's book on the North Jersey, *Interurban Interlude*, with many photos and readable text, at $12.00.)

Abandoned rights-of-way cover much of North America and Europe. Colorado's narrow gauge is largely gone, but you can still find an old roundhouse, and track beds still skirt around impossible gorges, often following fast flowing rivers. North of Phoenix, Arizona, an abandoned right-of-way climbs thousands of feet from Mayor to Crown King. Ties, rails and spikes are long gone, but the switchbacks are still visible as is a collapsed railroad tunnel.

Once famous railroad terminal buildings no longer needed have sometimes been saved to become hotels or shopping malls, among them the great stations in St. Louis, Scranton, Cincinnati and Chattanooga. Piers of long-dismantled bridges bring back memories of steam and fast stepping interurbans. Pieces of an old wooden trestle that supported two foot tracks can still be seen in Wiscasset, Maine.

The hobby of hiking old railroad lines has been followed for years in Europe, as fans trek along abandoned lines to see 150-year-old stone bridges, often paralleling old canals. In this country, four wheel drive vehicles make the job easier unless bridges have been removed or the locals have barricaded the route with mounds of dirt and stone. Too many "linear parks" have become dumping grounds for old tires, refrigerators and six-packs—and speedways for motorcycles and mopeds. Inspecting forgotten old rail lines and comparing new pictures with old, from whatever source, promises to become a growing part of our hobby. It can also turn up date nails, old creamery bottles, glass insulators, and a variety of other railroadiana.

Hal

TRAIN MPA

RAILFAN & RAILROAD

January 1988/vol.7 no.1

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Cover

In the year when you thought you'd seen it all, the Union Pacific pulled a surprise repaint of its famous 4-8-4 8444 into a historically accurate *Overland* gray livery. On her first venture over the road as a "Greyhound," the 8444 was eastbound near Chappell, Nebraska, on September 22, 1987, en route from Cheyenne to the "River City Roundup" in Omaha. You'll find more color of the 8444 on pages 65-68, and the legend and lore of the UP's gray engines is explored by Ross Grenard beginning on page 50. Ektachrome by Jay Williams.
Twenty five years have aged the Ektachromes but not the memories of the North Shore Line. In the fall of 1962, a train of classic steel cars was about to depart the Milwaukee terminal. Ektachrome: Jim Boyd.

RAILFAN & RAILROAD (ISSN 0163-7266), is published monthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1987 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $23.00 per year, $45.00 for two years, $66.00 for three years. Foreign: $27.00 per year, $53.00 for two years, $78.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

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- COMING SOON -
WATCH FOR ANNOUNCEMENT OF PUBLICATION DATES

1. Ticket to Silverton -
by Ross Grenard and John Krause

2. Pennsylvania K4's -
by Rod Dirkes

3. Delaware and Hudson, Modern Steam Power -
by Bert Pennypacker

Fanmail

Florida, Pinsly style

I enjoy R&R's coverage of new spinoffs and short lines. The article on the Florida Central was both accurate and interesting. The map, however, contains an error or two. The T&G and ACL did not cross at Winter Garden, but just west in the village of Killarney. The T&G passed under the Florida Turnpike twice, and the ACL crossed over it once. Killarney is not shown on most highway maps although it has a U.S. Post Office. The wye track in Ocoee is still in place although grown over with weeds. South of Ocoee the ACL passed through an area known as Dr. Phillips and then through what is now known as "Walt Disney World." It was cut by the construction of I-4 many years ago. On the east side of I-4 is a still-used freight switching line from Kissimmee, whose bridge over the Turnpike as not been removed as yet.

LAYTON W. MILMAN
Orlando, Fla.

I'm sad to report that I've finally slipped over the edge. In the photo of the Florida Central CF7 atop page 38 of the October 1987 issue, I found myself thinking, "musta been kitbashed from an Athearn—the hood's to wide."

BILL McKEAN
Sioux Falls, S.D.

Comic relief

Your monthly issues are turning out well, but I have a complaint about November. To devote four pages to a comic strip that had already appeared in 300 newspapers (and was undoubtedly seen by many of your readers), was to me, a waste. Please do not do anything like this again.

VAN WATKINS
Shepherdstown, W.Va.

I appreciate your running the complete "Gasoline Alley" series on O. Winken Blink. Although it appears in our daily newspaper, I missed a few of the early segments and didn't catch on to the character until almost the end. I just wish I'd known R&R was going to run the complete series, for it would have saved one very dusty session in the garage trying to find all the back issues of the newspaper that hadn't been turned into garbage wrap or bird-cage liners. Thanks for putting the entire story in one place.

HOWARD PINCUS
Larchmont, N.Y.

You'll no doubt receive some "flak" about running the "Gasoline Alley" feature and story of Jim Scancarelli in the November issue, but I thought it was great.

You see, I was born the same year as "Skeezix," 1921, and followed the story of his life with the Wallet's. I likened it to my own life.

The RAILNEWS item about Kinzua Bridge also struck me. I've visited many man-made marvels, and in 1968 I made it to Kinzua. The entire area was deserted. I believe an entrepreneur had the property then. If his not-to-grandiose plans to exploit it as an attraction failed, he was too soon. That's a great area out there.

WILLIAM T. FENNELLY
Yonkers, N.Y.

✏ *We received considerable support for running the comic strip. It seems "Gasoline Alley" is not available in all of the markets around the country, and O. Winken Blink and the 1218 were too good to pass up. Incidentally, although initially skeptical, O. Winston Link enjoyed the series, and his wife notes that he got a particular chuckle out of his friends asking, "Hey, Winston, what are you doing in the funny papers today?" Such a respectful portrayal in cartoon form is a rare honor*—J.B.

Quote/Unquote

For years I have thought about contributing material to your magazine but never had the inspiration. Well, after attending a clinic with Ron Kuykendall (better known in the model railroading field) about submitting photos and manuscripts, and your discussion in the November CAMERA BAG, I decided that it was time for me to stop thinking about it and do it.

I always wondered where people received their information. The only way I could determine was that they knew people in the industry. So I went out and introduced myself to a local Union Pacific official as a freelance railroad writer and photographer. He

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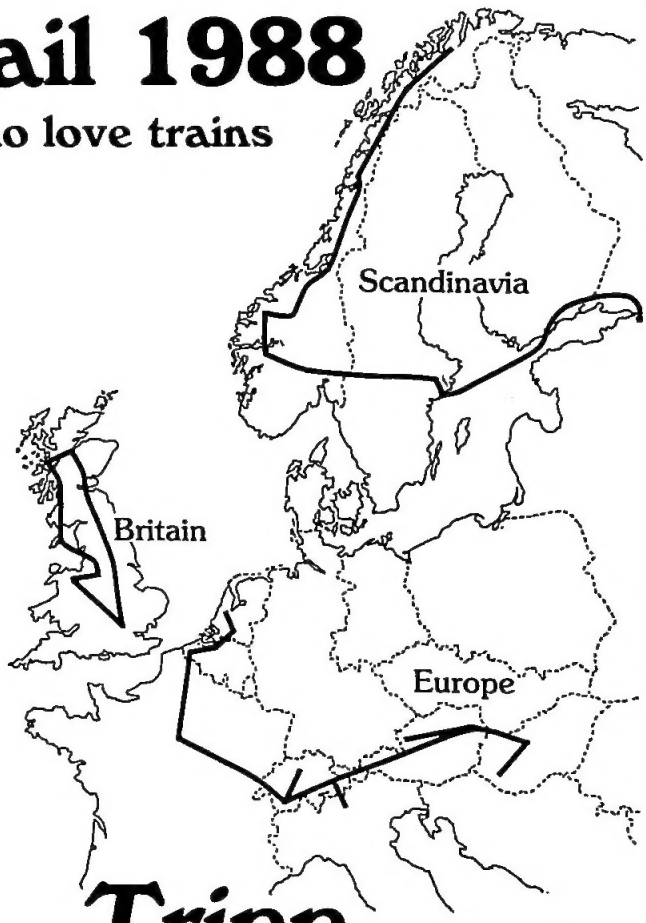
European Spring (April) Amsterdam (tulip time), Den Haag, Brugge, Paris, Zermatt, Interlaken, Lucerne - Canal cruise, TGV, Matterhorn. Steam rail in Holland...$2445

Alpine Europe (May, June, Aug.) Salzburg, Vienna, Hungary, St. Moritz, Zermatt, Interlaken - Glacier Express, Bernina Express, Engadine Express, Jungfrau. Steam in Hungary and Austria...$2585

Austro-Hungarian Empire (Sept.) Salzburg, Baden, Vienna, Budapest, Gyor. Steam in Austria and Hungary...$2585



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Jack & Elaine Gish, Omaha, Nebraska

Tripp gave far more than they promised. It was unbelievable. I had the time of my life. I can't give higher praise. Truly excellent in every way.
Herman Crowder, Yazoo City, Mississippi

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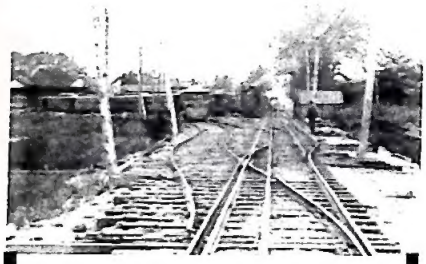

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promptly said that he did not want to talk to me—because of being misquoted in the past, animosity had developed with other employees. Strike one.

Thinking that he meant the local tabloids, I mentioned that I was writing for railfan-oriented magazines, not the local papers. That did make a difference. It was the railfan magazines in which he had been misquoted. Strike two.

At this point, I was ready to go back into the "thinking about it" mode. It would certainly have been easier, but, I had one more strike to go. I had asked to talk to him about the new auto loading facility that UP has here in Las Vegas. Expecting a high, hard fastball, he instead referred me to the facility itself. I thanked him and went on my way.

The point of all this is to illuminate for anyone else wanting to submit material to a magazine, the importance of accurate, in context, quotations. I don't know what happened to turn this guy off, but because of someone's carelessness, or lack of integrity, a contact and a potential friend has been lost. I'm glad that I learned its importance at the beginning.

ROBERT A. BUCKMAN
Las Vegas, Nev.

The 1987 NRHS Convention

I enjoyed the impressive photo coverage of the 1987 Convention in the November issue. However, after rereading the text several times, I cannot find any mention that the Roanoke Chapter NRHS sponsored or hosted the event. I attended this fine convention and can testify to the long, hard work put in by the Chapter. Someone reading the article would be led to believe that it was put on by the national officers of the NRHS. Nothing is further from the truth.

ALAN ROBERTS
Milesburg, Penn.

The Pacific Northwest Chapter

Your November 1987 RAILNEWS carried a statement about the Pacific Northwest Chapter NRHS which was both incorrect and misleading: "Portland passed an ordinance relieving the Chapter of responsibility for the 4449."

In fact, the Chapter proposed a new management plan to the City for the 4449 last fall. Our proposal suggested that the City, the Chapter and the Southern Pacific be used to form an advisory committee to the City and that the City assume direct responsibility for the oversight of their engine. Portland responded favorably to our proposal and formed the Steam Locomotive Advisory Committee, with advisory responsibility for all City-owned railroad equipment and involving other interested groups as well. Following this action, it was no longer appropriate for the Chapter to remain solely liable for the locomotive, and the agreement between the City and the Chapter was terminated by mutual consent. The Chapter is still actively involved in the management of the 4449 through the City's advisory committee.

C. DOUGLAS AUBURG,
President,
Pacific Northwest Chapter NRHS,
Portland, Ore.

Videos from the cab

I am an R&R subscriber and feel this publication is the best place to say what I have to say. I have seen video advertisements stating "Great cab shots" and "Shot from the cab," and wonder, what does this mean? It usually means someone has stood in the cab of a locomotive and taken shots of what the engineer sees. Well, I, for one, don't think that's enough.

I have some suggestions: How about a shot of the consist, if we are going to see what the engineer is looking at, such as track and mileposts, let's see what he's pulling, too. Next, what's in the cab? Chair, gauges, throttle, etc. Let's see them. It probably wouldn't hurt to know what some of that equipment is for. Who knows, we might learn something. What's the engineer doing? Maybe a split screen showing brake release, throttle and reverser. Basically, the engineer is doing more than looking out the window, so let's tape him at work.

Do you know why racing helps sell cars? Because people can relate to what the driver is doing. If you don't think that a person watching your tape, or pulling the throttle on their model railroad, isn't putting his or herself in the engineer's seat, you don't know your public.

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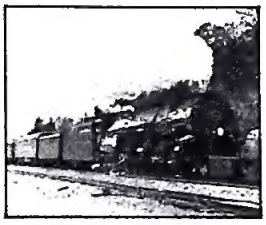

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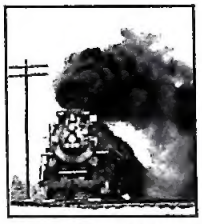

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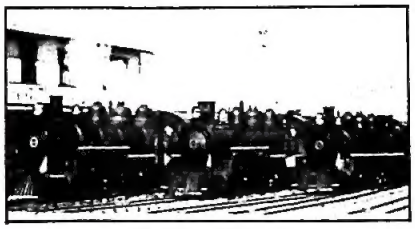

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

WINTER SKI ADVENTURES. The Denver Car Company is offering First Class passenger car service to Colorado's and Utah's prestigious ski areas. Vista Dome and Coach seating is also available. Weekly departures run westbound on Saturdays and eastbound on Sundays behind regularly scheduled Amtrak trains. Trains run between Denver, Colo., and Salt Lake City, Utah, with stops at Grand Junction and Glenwood. Coach prices range from $99 to $178 with Vista Dome and First Class higher. Contact: Denver Railway Car Company, 303/893-8757.

READING, PENNSYLVANIA, December 5 and 12. Blue Mountain & Reading off-line excursion to Philadelphia with either 4-8-4 2102 or 4-6-2 425. Contact: Blue Mountain & Reading, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

HONESDALE, PENNSYLVANIA, December 5 and 12. Excursions on the "Stourbridge Line," Honesdale to Lackawaxen, Pa., and return, using BL2 54 and open window coaches. Leave Honesdale 10am, 12 noon and 2pm. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

CHICAGO, ILLINOIS, January 29. "25th Anniversary of the North Shore Abandonment" slide program at the Bismark Hotel. Begins 7:30pm, non-members admission $1.75. Contact: The Railroad Club of Chicago, 3737 West Lyndale Street, Chicago, IL 60647; 312/235-5083.

SILVER SPRING, MARYLAND, February 21. National Capital Trolley Museum's "Winter Trolley Festival" featuring rail and trolley films and slides, plus an operating O-gauge layout. All in-service equipment will be running plus night photo session. All-day fare $6. Contact: National Capital Trolley Museum, Special Operations, Box 4007, Colesville Branch, Silver Spring, MD 20904; 301/384-6088.

STOCKTON, CALIFORNIA, February 27. "Winterail '88" Railroad Photography Exposition at the Scottish Rite Temple, 33 W. Alpine Ave., 10:30am-9:30pm. Adults $10, kids $5. 10th anniversary show featuring photo contests, a flea market, Ted Benson, Steve Patterson, Mike Schafer and others. Only 900 tickets will be sold. Contact (SASE please): Dave Stanley, Winterail '88, P.O. Box 8771, Stockton, CA 95208-0771.

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:
Philippines, January 5-16 and February 16-27. Sugar cane and mill railroads of the Philippines. Baldwinis, Porters, Alcos and a chartered Shay.
China, May 7-24. Standard and narrow gauge.
Poland, July 1988. Write for details.

GREAT RAILWAY JOURNEYS, P.O. Box 65, Miami, FL 33164 (phone 305/940-TRIP) is sponsoring the following tours:
India, January 14 through February 17, or February 17 through March 16. Runs on four gauges of steam, electric and diesel. Toy steamers, vertical-cylinder mallets plus Calcutta trolley system, suburbans, cab rides, sleepers and luxury train. $2987 includes air, rail, land, native and depot hotels, sleepers and meals.
Germany, April 1-10. Trips along and through Communist borders including East Berlin with its trams and elevated. Ride 1910 monorail, Rhine River cruise, overnight in a castle and other city streetcar systems. $1988 includes air, hotels, transport and rented vehicle.

SOUTH AFRICA, March 24-April 10. "Umgeni Limited" private train throughout South Africa with 19 different classes of main line steam, three vintage electrics and diesels plus narrow gauge Garretts with runbys. Twelve nights aboard train in sleeper compartments; also diner and lounge car. Round trip economy excursion air from New York $3016. Contact: Overseas Railway Tours, 8027 Leesburg Pike, Vienna, VA 22180; 703/356-8186.

RAILROADIANA MEETS

MARION, OHIO, December 5. Model Train and Railroadiana Show & Sale at the Tri-Rivers Vocational Center sponsored by the Marion Union Station Assoc., 10am-5pm. Railfan shows, door prizes and operating layouts. Admission $1, proceeds go toward station restoration. Contact: MUSA, P.O. Box 110, Marion, OH 43302-0110.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7543 Main Street, Sykesville, MD 21784; 301/795-7447.
Timonium, Maryland, December 5-6, Timonium Fairgrounds.
Philadelphia, Pennsylvania, December 12-13, Philadelphia Civic Center.
Fort Lauderdale, Florida, January 2-3, Broward Community College.
Tampa, Florida, January 9-10, Florida State Fairgrounds.
Monroeville, Pennsylvania, January 23-24, Pittsburgh Expo Mart.
Cherry Hill, New Jersey, February 6-7, Garden State Park.

TOY TRAIN COLLECTORS SOCIETY, 1987-88 season:
Niagara Falls, New York, December 5-6. Saturday 1pm-6:30pm, Sunday 11am-4pm at the Niagara Falls International Convention Center. Contact: John Hedges, 160 Dexter Terrace, Tonawanda, NY 14150; 716/694-3771.
Utica, New York, January 24. 11am-4pm at Utica Union Station. Contact: Jan Wielogose, 818 Oswego Street, Utica, NY 13592.
Depew, New York, February 14. 11am-4pm at the Hearthstone Manor, 333 Dick Road. Contact: Raymond Baer, 110 Princeton Court, Cheektowaga, NY 14225.

MOORESTOWN, NEW JERSEY, December 5-6. West Jersey Chapter NRHS 6th Annual Railroadiana & Train Show at the Moorestown Mall, Route 38 and Lenola Road. Saturday 10am-9:30pm, Sunday 11am-5pm, admission free. Contact: Louis F. Mountney, P.O. Box 1022, Haddonfield, NJ 08033-0597; 609-429-1897.

MONROEVILLE, PENNSYLVANIA, December 5-6. Pittsburgh Model Railroad Historical Society's Greater Pittsburgh Scale Model Train Sale at the Expo Mart, 10am-4pm. Adults $4, family $7, under 12 free. Operating layouts, demonstrations, videos, etc. Contact: Vincent DeGrazia, 3 Oak Lane, Mars, PA 16046; 412/625-2643.

CARSON CITY, NEVADA, December 5-6. Carson City Railroad Association Annual Train Show at the Carson Mall, opens 10am. Contact: Jan C. Benson, 402 South Division Street, Carson City, NV 89701; 702/882-8896.

KITTANNING, PENNSYLVANIA, December 6. Central Armstrong Model Railraod Train Show at the Kittanning Town-

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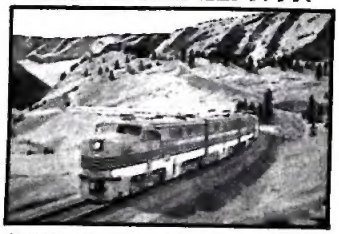

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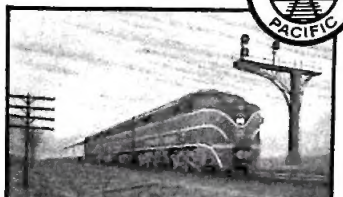

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ship Firehall, East Rte. 422, 10am-4pm. Adults $2.50, under 12 free. Contact: James W. Boyer, R.D. 2, Ford City, PA 16226; 412/763-8327

CARTERVILLE, ILLINOIS, December 6. The Southern Illinois Train Collectors Railroad Show & Swap Meet at the John A. Logan College, noon-5pm. Adults $1, under 12 free. Contact: Randy Domineck, Rt.1, Box 49AA, Royalton, IL 62983.

GILBERTSVILLE, PENNSYLVANIA, December 6. Train Show at the Gilbertsville Firehouse on Rt.73. All gauges and makes. 9am-2pm, adults $2, under 12 free. Contact: Mark Lehmann, Box 84, Willow Grove, PA 19090, 215/657-2477

GREAT AMERICAN TRAIN MART, 1987-88 season. These one-day shows will run in addition to the Great American Train Shows and feature a local layout of the month. All shows are 10am-5pm, admission $3, kids under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

St. Louis, Missouri, December 12, Keil Autidorium.

Chicago, Illinois, December 13 and January 10, Dupage County Fairgrounds.

Milwaukee, Wisconsin, January 24, Waukesha County Expo Center.

San Francisco, California, January 24, Solano County Fairgrounds.

RAILWAY EMPLOYEES ACTIVITIES ASSOCIATION, 1987-88 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted. Contact: James Madden, 14736 Alger Road, Cleveland, OH 44111; 216/476-0456.

Akron, Ohio, December 12-13, Quaker Square, 135 South Broadway, 10am-5pm both days. (Proceeds to benefit Society for Crippled Children.)

Toledo, Ohio, January 22-24, Woodville Mall.

Mentor, Ohio, February 5-7, Great Lakes Mall.

Canton, Ohio, February 12-14, Mellett Mall.

Columbus, Ohio, February 19-21, New Market Mall.

RALEIGH, NORTH CAROLINA, January 16-17. The North State Toy & Hobby Show at the W. Kerr Scott Bldg., North Carolina State Fairgrounds on 1025 Blue Ridge Blvd. Saturday 9am-6pm, Sunday 10am-5pm, adults $2.50, 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

FALL RIVER, MASSACHUSETTS, January 24. 1st Annual Railroad Show sponsored by the Old Colony & Fall River Railroad Museum, Inc., at the Bank Street Armory, 72 Bank Street. 10am-4pm, adult $2, 5-12 $1, under 5 free with adult. Contact: Old Colony & Fall River Railroad Museum, Inc., P.O. Box 3455, Fall River, MA 02722-3455.

OLYMPIA, WASHINGTON, February 20. 3rd Annual Model Railroad Swap Meet & Exhibition at the Olympia Center, 11am-4pm. Adults $2, under 10 free, tables $10. Contact: Gordon Robinson, 1704 North Quince, Olympia, WA 98506; 206/943-5046.

SYRACUSE, NEW YORK, February 21. The Syracuse Model Railroad Club Fourth Annual Open House/Train Meet at the Eastwood American Legion on James Street, 11am-5pm. Adults $1, kids $.25. Tables available. Contact: George Purdy, P.O. Box 492, East Syracuse, NY 13057; 315/437-6874.

SPOKANE, WASHINGTON, February 21. Spokane Model Engineers 12th Annual Swap Meet at the Sheraton Hotel, 10am-4pm. Adults $2, under 12 free with adult. Contact: Bruce Lochhead, North 1617 Farr Road, Spokane, WA 99206; 509/924-9313.

BURLINGTON, VERMONT, February 27. Burlington Area Railroadiana & Model Railroad Show at the Burlington Memorial Auditorium from 10am-4pm. Adults $2.50, 6-12 $1, under 6 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

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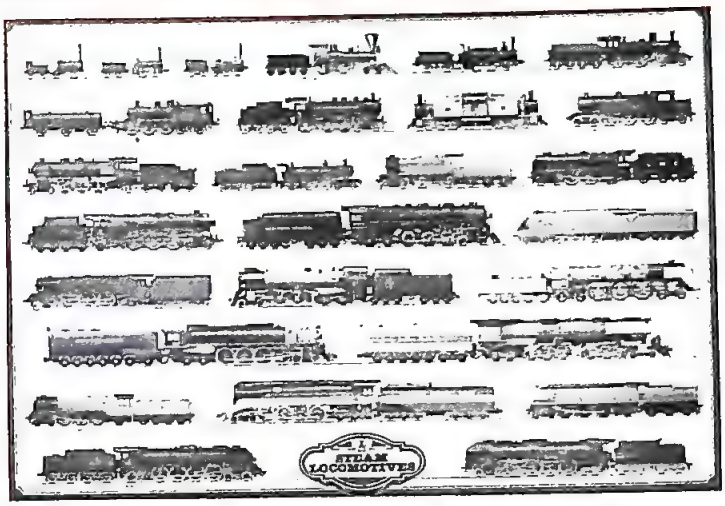

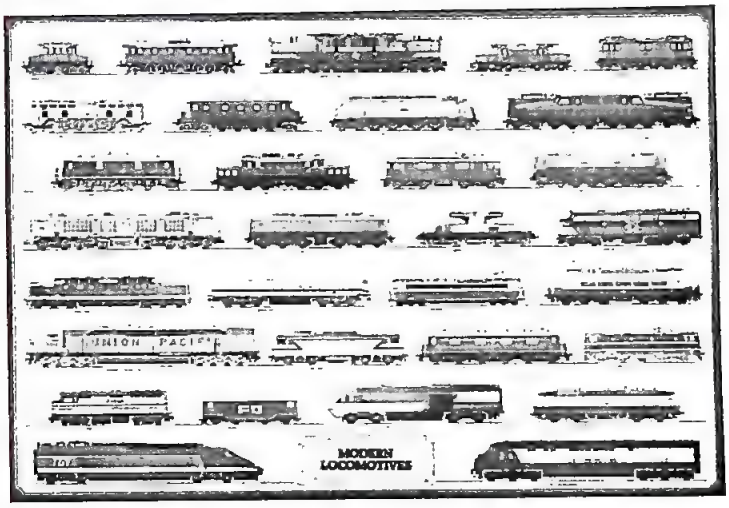

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Camera Bag

A POLARIZING FILTER brought out the colors of the autumn foliage and darkened the blue sky in this October 14, 1987, scene on Horseshoe Curve, compared to the "normal" exposure (below) on a similar scene. This photo was made at 1/250th at f4 on Kodachrome 64, while the lower photo was 1/500th at f5 under the same conditions a few minutes earlier.

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BY JIM BOYD

Playing with a Polarizer

The aspens were in their golden glory as we walked around the classic coaling tower in Chama, New Mexico, on the Monday following the 8444 fantrip to Laramie. There was brilliant sunshine and just enough clouds to make an interesting sky, and I was "wallowing" in the beauty of the fall colors.

"Y'know what would work great here," Mike Del Vecchio observed, "a polarizing filter. That's what makes those advertising brochure photos look so vivid with screaming yellow aspens and impossibly rich blue skies."

Now, I have never been one to mess around much with filters, particularly for color, but I just happened to have a long-unused and nearly forgotten polarizing filter in my camera bag. I had bought it a couple of years ago for some specific task, the details of which escape me, and tossed it into the camera bag. It had been so long since I'd used it that I had no idea how to set exposures with it, but with my through-the-lens meter on the Nikon FM2 I figured I couldn't go too far wrong.

And, y'know, he was right about the aspens and blue sky.

A polarizer is a bit different from any other filter in that its effect changes depending on how it is positioned in relation to the lens and in relation to the light. A polarizing filter passes light that is "vibrating" in only one plane.

Here comes the physics lesson. Envision light as coming from the sun in a straight line like an axle. The light along that axle is vibrating outwards in all directions like the spokes on a wheel. A polarizer is a filter with minute parallel lines on it like a Venetian blind. The filter will pass through it only that light which is radiating in the "spokes" parallel to its lines. By rotating the filter, you can select which "spokes" of light you let through.

In practical terms, a polarizer lets you remove "scattered" light from a scene and con-

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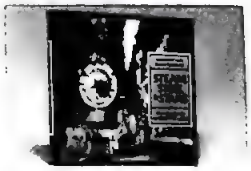

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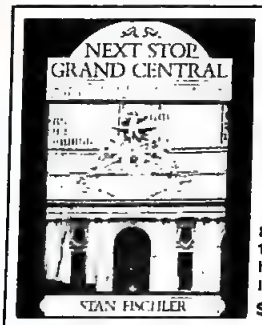

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centrate only on the "direct" light from the source. Since atmospheric haze is scattered light, a polarizer can "cut through" it under the proper conditions. Similarly, it can eliminate reflections from shiny surfaces like water, glass or metal. It also has the tendency to darken the sky in the areas 90° away from the axis of the sun.

In terms of railfan photography, this filter has some interesting uses. It can knock out unwanted reflections and glare off windows or flanks of locomotives in roster shots or permit photos to be taken through windows that have glaring reflections when viewed normally. And it can be used to enhance the contrast of colors and darken the sky in outdoor scenic views.

I was having the most fun with this latter characteristic. My polarizing filter was typical of most in that it was made of two parts: (1) the threaded mounting ring which attaches to the lens, and (2) the rotating "fore-ring" that lets you select the axis of the light that you want to pass through. On a single lens reflex camera, it is very easy to see the effect that rotating the filter has on the image being viewed.

When working outdoors and desiring a dark sky, the position of the sun in relation to the subject will determine how much darkening you can achieve. The "Rule of Thumb" says that if you point your index finger at the sun while sticking your thumb out perpendicular to it (like a child playing that his hand is a gun), the darkest sky will be along the arc that your thumb will scribe as you rotate it from horizon to horizon while keeping your finger pointed at the sun. The darkening effect will diminish the further you get off that arc in either direction.

The way this will affect a photo of aspens against a blue sky is that the leaves will "pop out" dramatically as the polarizer cuts the reflected haze in the shadows beneath them while simultaneously pulling the sky down to a rich blue. The degree of the effect can be controlled by how far you rotate the filter ring. You can go from subtle enhancement to full-blown surrealistic effects. Autumn foliage is probably the most fun to work with, but a polarizer can have its uses working against snow glare, as well.

I have not included any of the Chama shots as illustration here because I was bracketing all over the place and cannot come up with a documentable example of a known exposure. After getting the Chama photos back, however, I was at Horseshoe Curve a week or so later and came up with these two photos for comparison. The lower Kodachrome 64 photo was shot of the helpers of an upbound freight with my 28mm lens at 1/500th at f5. For a set of light helpers drifting downhill a few minutes later I took the nearly identical shot (top) at 1/250th at f4. I compensated 1½ stops for the polarizer set for maximum darkening. Note how much brighter the yellow foliage looks and how much darker the sky is. But notice also how much more crisp the foliage across the valley becomes with the haze reduced.

For my particular filter, a Hoya PL, that 1½ stops seems to be about right for a pleasing exposure with brightness comparable to correctly exposed "normal" shots. A photo made of the C&TS train passing Jukes' Tree came out a bit dark with only a one-stop compensation (though some railfans I know would prefer it as being just "well saturated"). If you take a light reading through the lens with the filter set for maximum darkening, you will probably overexpose the picture. Mike recommended that I take the light reading with the polarizer set for minimum darkening and then rotate it for the maximum effect. The strange thing about a polarizer is that it will selectively darken the sky and wipe out reflections that make other parts of the scene appear darker, even though the bright areas of the subject (like white lettering on the engine) will stay properly exposed.

Without turning this into a drawn-out lecture on light physics and tastes in exposures, let me just suggest that you pick up a polarizing filter and play with it. Because you lose 1½ stops of exposure, I would not suggest you "wear it" all the time (for one thing, you have to re-set it when going from a front shot to a back shot or going from a horizontal to a

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vertical because you have changed the filter's relationship with the sun). It is not a "universal" filter to fix all problems, and its unpredictability makes it more than a little tricky to use. Its double-ring construction makes a polarizer a bit deeper than a normal filter, so do not double it up with, say, a skylight filter or you run the risk of vignetting the edges of your scene. But it can be real fun to experiment with, especially when you are in a situation where you can bracket exposures and play around a bit. I spent some pleasant time between trains at Sand Patch a few days later "polarizing" the haze off the far hillside and "popping out" the foliage.

I will certainly take that polarizer out of the camera bag more often in the future.

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POLAROID JOHN KRAUSE

Ross B. Grenard

When it came time to delve into the legend and lore of the Union Pacific's gray steam locomotives, one name came instantly to mind: Ross Grenard. He had authored along with John Krause the Carstens softcover book *The Overland Route* about the Union Pacific (as well as *Western Maryland Steam in the Alleghenies* and *Colorado Memories of the Narrow Gauge Circle*) and had grown up in Colorado and photographed the gray 4-8-4s himself.

Let's have Ross relate his own story:

"I was born in Pueblo, Colorado, on January 5, 1932, and was delivered by our family doctor, who was also the District Surgeon for the Santa Fe, a fact which has been advanced as the reason for my seeming early interest in railroads. While my first words were not 'choo-choo,' I did take note of trains during auto rides in my early years.

"I grew up in Denver and attended school there. My one disciplinary problem occurred as a result of an animated discussion between myself and the lovely blonde daughter of a Burlington official over which was the better locomotive, a UP 800 or, her choice, which was something she referred to as an "O5." In any event, the librarian at Smiley Junior High School did not appreciate the nature or escalating tone of our discussion and sent us off the the principal. I ended up in detention for an hour or so, which I recall spending reading *Railroad* Magazine. Later, after I had experienced the CB&Q O5s for myself, I began to realize that she was right—and learned to be less definite on these matters, which is, incidentally, a good lesson for a 15-year-old. Her father was transferred that summer and I never saw Jan again to tell her she was right. I've often wondered, however, how she would react if she was told that I was involved in the efforts that led to the preservation of O5 5629 at the Colorado Railroad Museum.

"Growing up in Denver at that time seemed to spoil one for living anywhere else, including present-day Denver. Certainly the railroads there in the 1940s and '50s seemed the best of all possible worlds. Sherman Hill and the wonder of Cheyenne were not that far distant, and an active, albeit ever-diminishing, narrow gauge could be visited. I joined the Rocky Mountain Railroad Club in 1947 and am still the proud holder of card 17. I began taking railroad pictures in 1946 when I persuaded my parents to buy me a Kodak 35 after it became painfully obvious that any talents I had lay in areas other than instrumental music or team sports. I later advanced to a 616 folding camera for black & white and on to a 4×5 and a Roleicord. I've used Leicas since 1954 for color and presently have an M2-R.

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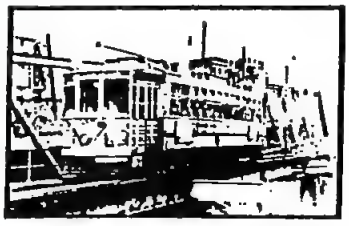

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"I'm reminded of a trip which Bob LeMassena and I took to Sherman Hill in 1949. Except for the weather, it worked out perfectly. I had a car available but needed a chaperon to satisfy my mother that her only child wouldn't do anything rash. Bob filled her qualifications admirably, and while he had no driver's license, he could afford the gas. For some strange reason, the Union Pacific has always been larger than life to me—much more so than the Rio Grande or Santa Fe, for instance. The memories are near-indelible.

"Educationally, I attended Washington and Lee, graduated from the University of Denver with a B.S. in Business and later did graduate work there as well as the University of Colorado. I have been engaged in the sugar business and served as Associate Curator of Education for the Pennsylvania Historical & Museum Commission, directing the Pennsylvania Mobile Museum. Presently I am residing in Lock Haven, Pa., and freelancing books for John Krause and Andover Junction Publications (Ross's latest book, *Colorado & Southern, A Personal Memory of the Standard Gauge*, is just off press—J.B.).

"My rail outlook has been influenced by a number of individuals I knew in Denver, including Otto Perry, Dick Kindig, Bob Richardson, Howard Fogg and the aforementioned Bob LeMassena. My writing style, such as it may be, has been influenced by Lucius Beebe, Dave Morgan, Samuel Eliot Morison and the 1928 *Book of Common Prayer*. Beebe for showing me that I was not alone in my feelings about trains; Morgan for his intense grasp of facts; Morison for his ability to write of great events in a manner which was both factual and entertaining, and the prayer book for the compelling majesty of its language.

"Concerning the article in this issue on the UP gray engines, for their assistance in the preparation of this, I would herewith express my gratitude to Steve Lee, UP Manager Train Operating Practices; Terry Metcalfe, editor of the Union Pacific Historical Society's publication *The Streamliner*; Edward Seidel, whose *Union Pacific Passenger Equipment* was most helpful; Lou Schmitz; Mike Brock and Kyle Brewster.

"But most especially would I thank Dick Kindig, who was always glad to share information on the UP at a time when many of these events were occurring and we were all a bit younger. Also for teaching me what an impressive source of information the 'Condition Reports' of that period were. Also to a number of the UP employees I've met over the years who, from the time of my first trip behind an 800 to my most recent, never seemed to regard an outsider's interest in their property as anything but laudable." ✏

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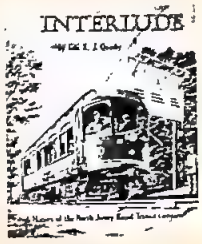

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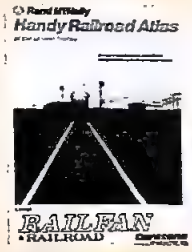

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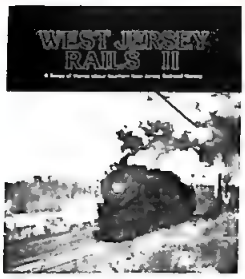

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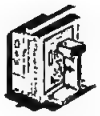

What's New

For the active railfan, there are two publications that came out earlier this year that we almost overlooked in getting our monthly schedule under way and getting the new associate editor's office organized. They are both far to valuable to be ignored.

First is the *1987 Canadian Trackside Guide*, published by The Bytown Railway Society, P.O. Box 141, Station "A," Ottawa, Ontario, K1N 8V1. This 220-page 5½"×8½" softcover gives unit-by-unit rosters of Canada's major carriers (CN, CP, BCR, VIA) as well as secondary lines, industrials, transit systems and museums and tourist railroads. Also included are rosters of maintenance and snow-fighting equipment and cabooses. This volume is a "must" for anyone railfanning Canada. It sells for $11.25 postpaid (in U.S. funds for U.S. customers, please) from the address above.

The second item is the *Pocket Guide to Railroad Radio Frequencies 1987*, by Bruce K. Heald, which provides a great deal of useful information in 100 4½"×11" pages that will fit into a back pocket. It's only slightly thicker than an employee timetable. Frequencies for your scanner are listed in railroad order (with a cross-reference by frequency) along with a list of railroads not using a radios and sections on commuter railroads and Amtrak. The *Pocket Guide* is computer generated and staple-bound and sells for $8.95 from Bruce K. Heald, 1905 Johnson Mill Road, North Branch, MI 48461.

As the last bits of copy were being generated for this issue, we received a review copy of Robert J. Yanosey's *Penn Central Power*. At a quick glance, it looks like a good one, containing 248 8½"×11" pages between hard covers and laden with photographs, many in color, and an all-time locomotive roster. The photo reproduction is quite good, and there is a nice blending of action views into what is essentially a roster book. It really seems to give a pleasing look at the PC—I guess time heals all wounds. The retail price is $45.00 from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820.

Certainly welcome is the *Passenger Train Annual 1987* from Interurban Press. Although the series, begun decade ago, has not published in the last several years, it has been revived in this 80-page, 8½"×11" perfect-bound softcover containing many color and black & white photos giving a look at all phases of North American passenger trains. Subjects covered are new and old, steam and diesel, regular service and excursions. It sells for $15.95 from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Just in time for Christmas, Pruett Publishing is offering 24 prints from the magnificent *Fogg & Steam* book, now out of print. They are available is six different sets of four prints each for only $9.50 per set postpaid. The 13½"×10¾" full-color prints are beautifully reproduced on heavy stock and are ready for framing. The sets are grouped geographically as follows: Southeast (SR, FEC, ET&WNC and N&W), Midwest (Milwaukee Road, CB&Q, Rock Island and KCS), Northeast (B&M, B&O and two PRR), Pacific Northwest (CNR, CPR, GN and the Alaska Railroad), Colorado (two D&RG, Colorado Midland and C&S) and West (GN, SP, UP and Santa Fe). These fine sets are available at hobby and book stores across the country or direct from Pruett Publishing, 2928 Pearl Street, Boulder, CO 80301; 303/449-4919. VISA and MasterCard accepted.

One of the most memorable paint schemes ever applied to a cab unit was the Atlantic Coast Line's regal purple and silver. Artist Bob Karsten as done a superb acrylic painting of a pair of ACL E6s and their matched train on the "Georgia Speedway" rolling by a blackwater swamp in Monteith, Georgia, as two young fisherman hold out their catch-of-the-day under a draping Oak tree. The shiny train is a stark contrast to the lush green surroundings of the coastal lowlands. The painting is outstanding in detail, feeling and perspective. The image size is 21½"×32" with a one-inch white border around the top and sides and two inches at the bottom, printed on heavy quality stock. The reproduction is bright and lifelike. The picture is available in two versions: Artists Proof (selected, signed and numbered by Bob Karsten, 1-50) at $60.00 and Signed and Numbered (51-300) at $45.00, both prices postpaid. They are shipped flat from The Trainmaster of Montgomery, 3641 Debby Drive, Montgomery, AL 36111; (Charles Britton, 205/288-5545).

Two Feet to Tidewater, by Robert C. Jones and David L. Register, is the most complete history written to date on the Wiscasset, Waterville & Farmington Railway in Maine. The WW&F was the only "Maine two-footer" with oceanfront trackage, and because of its heavy dairy business was nicknamed the "Milky Way." The book details freight and passenger operations and contains over 300

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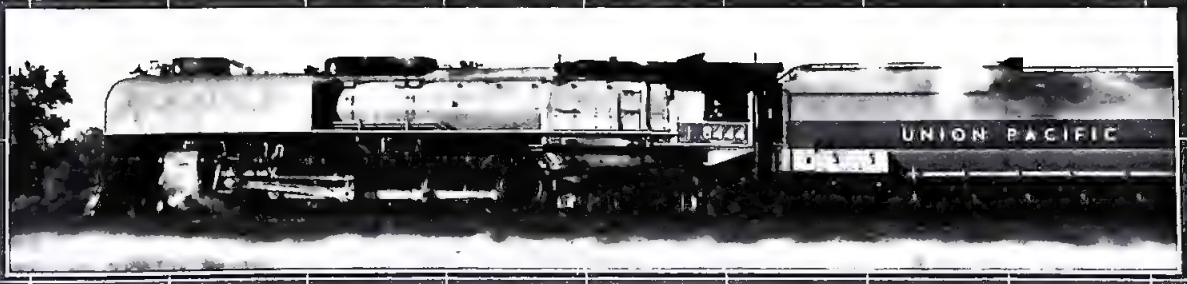

In September of 1987, the Union Pacific unveiled their freshly repainted 8444. The all black paint job was replaced by a traditional two tone gray which the locomotive had once been painted.

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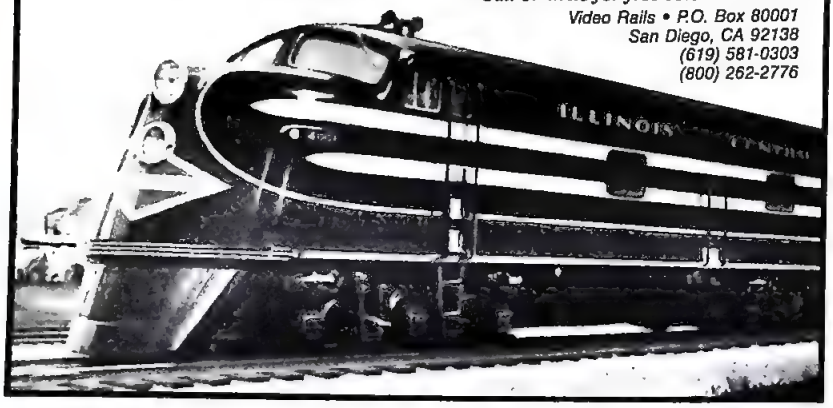

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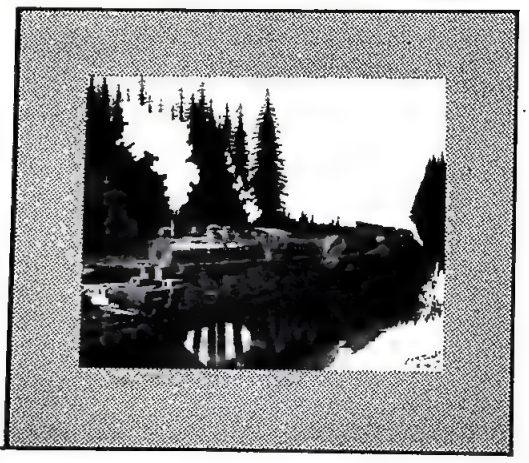

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photographs, track diagrams, rosters and HO scale drawings of its locomotives, freight and passenger equipment. It is very nicely done with 270 8½"×11" pages and hard covers with a laminated dust jacket. It is available for $34.95 from Pruett Publishing, 2928 Pearl Street, Boulder, CO 80301; 303/449-4919.

Canadian Pacific's Electric Lines, by George Roth and William Clack, is a pictorial history of the small electric railways leased by the Canadian Pacific in Southern Ontario, particularly the Grand River Railway and the Lake Erie & Northern, which operated passenger cars until 1955 and electric freight until 1961. The many photos of freight motors and handsome interurbans are well reproduced on coated paper, and complete rosters are given through 1961. This 32-page, 8½"×11" softcover sells for $7.00 plus $1.00 postage from the BRMNA, 5124 33rd Street N.W., Calgary, Alberta, Canada T2L 1V4.

Although new to the national railfan market, H.L. Scott has been doing pen and ink renderings for over 15 years, portraying mostly western railroads. He has recently made available an exceptional reproduction of a trio of Northern Pacific passenger F-units. Only 750 have been printed in this limited edition, and each is mounted in a handsome blue heavy double matt board to an 11"×14" format (a real plus for those of us who never seem to get around to matting our wall prints). This print sells for $14.00 from H.L. Scott Railroad Art, P.O. Box 315, Leavenworth, WA 98826-0315.

Radon gas

Because of a natural formation of uranium-bearing rock known as the "Reading Prong," we in northwestern New Jersey have a well-publicized problem of radioactive radon gas, which forms underground and seeps upward into the atmosphere. While this gas is harmless in its normal concentrations, the fact that it is slightly heavier than air means that it can accumulate in non-ventilated low-lying areas—like basements. Since it is odorless and colorless, it is impossible to detect by just "sniffing around."

Radon occurs naturally all across the country and all over the world. It is believed that prolonged exposure to concentrated radon gas can cause lung cancer, and thus it is worthy of some concern. Readers who maintain their hobby room in the basement with railroadiana, a darkroom, a model railroad layout, library or a projection room should check the radon gas level of the room. If radon registers high, it can usually be eliminated or reduced to safe levels with proper ventilation.

Publisher Hal Carstens tested his basement and discovered that it registered a slightly higher than normal level of radon, and he will be installing a means of ventilating the area. (No, he is not changing his HO scale Lehigh, Susquehanna & Northern to the Three Mile Island & Chernobyl and will tolerate no "glow in the dark" jokes.) We suggest you read his publisher's column in the December and January RAILROAD MODEL CRAFTSMAN issues or mail a No.10 stamped addressed envelope to Radon, c/o RAILFAN & RAILROAD, for a free reprint of the report. You can also send a check for $12 for each radon testing kit desired from The Radon Project, P.O. Box 90069, Pittsburgh, PA 15224. Mention this magazine when writing for the kit. The Radon Project is affiliated with the University of Pittsburgh.

Calendar Call

When it comes to the term "best," there is always someone who will argue with you, but there can be little doubt that the very best in contemporary black & white photography is exhibited annually in the Westrail calendar. After dabbling with a little color in recent years, Westrail has turned their attention back to what they do best, combining subject matter, technical excellence, sensitive layout and intelligent captioning on something that can provide a full year of enjoyment. This oversize 14"×22" folded-out wall calendar, designed by Dave Styffe and captioned by Ted Benson, features exquisite black and gray duotone reproduction on heavy stock.

The images range from a night shot of a Rio Grande GP30 alongside the Ogden Transfer yard office to some dramatic pacing of SP 4449 and a Sacramento Northern GP7 trundling across the Sierra Valley to an impressive study of a cinder-goggled excursion rider behind UP's 3985. There is a Western Pacific GP40 in window-to-window view of its caboose on Arnold Loop and a string of sugarbeet gons thrice folded in view howling down through the curves of Santa Margarita Hill.

The 29 images were captured by Ted Benson, Jeff Brouws, Ed Delvers, Dick Dorn, Blair Kooistra, Steve Patterson, Steve Schmollinger, Dave Stanley and David Styffe. In a frontispiece featuring the D&RGW narrow gauge, writer Ted Benson dedicates this year's calendar to the late Phil Hastings and the recently retired David P. Morgan for their pioneering efforts in rail photography and journalism. This is a truly fine work and well worth $8.95 from Westrail Publications, P.O. Box 300, Glendora, CA 91740-0300.

In keeping with excellent quality, the "Don Ball, Jr., 1988 Railroad Calendar" features 14 color views from across the country, selected by Don before his untimely death in October 1986. The photos include UP 8444 in the snow at Speer, Wyo.; a CPR Alco popping from the tunnel under Bellows Falls, Vt.; a Santa Fe freight laboring through Tehachapi; a New Haven EP5 going by a classic tower; Nickel Plate Berk 771 crossing the Painesville, Ohio, viaduct; a telephoto view of a B&M diesel switcher; a pair of NYC "lightning stripe" RS3s; WP GP35s at Portola; *Rio Grande Zephyr* dome cars in Glenwood Canyon; A-B-B-B-B Santa Fe F7s on *The Chief*; a Green Mountain S4 during a snowstorm; an MBTA F40 and even a Jim Boyd view of the *California Zephyr* in Feather River Canyon. This 24"×12" foldout calendar is attractively laid out with square photos, tasteful and colorful page framing and large date blocks. The reproduction is excellent on heavy coated stock and laminated covers. It is available for $9.95 from many book and hobby dealers or from W.W. Norton & Company, Inc., 500 Fifth Avenue, New York, NY 10110.

The "1988 Santa Fe Calendar" is a fine product produced by Joe McMillan and designed by Mike Schafer. We are treated to 14 exceptional color AT&SF scenes like F-units on freight in the snow, a rotary plow train between jobs, a mixed Santa Fe/TP&W lashup at Peoria, an SDP40F leading four units on a freight, three "Kodachromes" pulling the donated museum collection across the Mojave, A-B F7s on Train 23 in Missouri, an FP45 in Abo Canyon beneath a rainbow, a pristine yellow warbonnet F7 leading four other cabs on a freight, a lone PA on the *Golden Gate* on Bakersfield street trackage,

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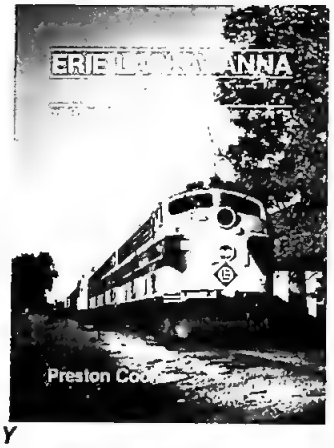

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a "Kodachrome" SD45 on Canyon Diablo Bridge, five SDs near Victorville, a meet with F-unit powered passenger and freight trains and a dramatic sun setting over a TP&W GP38-2 in West Texas. The reproduction is excellent on coated paper, and the whole thing is attractively styled. This large 22"×14" foldout beauty sells for $8.95 from McMillan Publications, Inc., 2921 Two Paths Drive, Woodridge, IL, 60517-4512.

For a change of pace there is the all-color "RDC North America 1988 Calendar." Herein are 14 views of Budd RDC cars working for their original owners in their original paint schemes, and it is only apropos that the demonstrator RDC1 2960 (testing on the Monon) be on the cover. Following are scenes of RDCs on the B&O at Cumberland, all three of the C&NW's passing a Pacific-powered passenger train, a three-car CPR set, a "combine" on the Santa Fe loading freight, NYC's *Beeliner* M465 in West Virginia, three PGE cars, the sole unit of the DM&IR, a pair of LV cars at Hazleton, a string of B&M *Highliners* on an RRE fan-trip, a four-car set of New Havens and cars on RDCs on the CNR, SP and WP. This 11"×17" foldout format calendar is nicely done with excellent reproduction on coated paper. The color and sharpness are exceptional considering the age of some of the originals. Only 1000 have been printed, and they are available for $6.50 plus $1.00 postage and handling from The Weekend Chief Publishing Company, P.O. Box 1676, Mineola, NY 11501.

The "Nickel Plate Road 1988 Calendar" features a color scene of a doubleheader led by Berkshire 766 about to hammer the diamonds at Lepsic Tower. Thirteen black & white views follow, displaying scenes like an H5 Mikado on a winter freight, 2-8-0 4304, back-to-back PAs at Fostoria, Berkshire 728 being washed at Lima, an LE&W Ten-Wheeler, Pacific 168 leaving Cleveland, a beautiful portrait of Berk 717 at Bellevue, an SD9 with a mine run, Hudson 170 leaving Cleveland, 2-8-4 728 side-by-side with Geeps, a former W&LE 2-6-6-2 at Adena, Berk 779 with tonnage and a classic Nickel Plate scene of a brakeman snatching orders from his wooden caboose. The reproduction is good on this 11"×17" foldout calendar (though a couple of the original photos are marginal), and important dates in NKP history are noted. It sells for $4.00 postpaid from the Nickel Plate Historical & Technical Society, P.O. Box 44222, Cincinnati, OH 45244.

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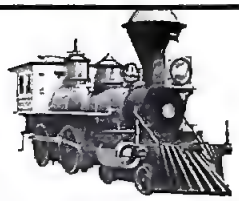
Long Island—Sunrise Trail Chapter NRHS will put the proceeds from their "Long Island Railroad 1988 Calendar" toward the restoration. This 11"×17" foldout format, all-color effort features the G5 35 on the cover. Inside are 13 vintage and contemporary scenes: the first electric m.u. train on the Port Jefferson Branch, a pair of SW1001s at the Country Life Press Station, a DD1 at Morris Park, G5 4-6-0 25, MP54s en route to Ozone Park, an H16-44 on a passenger train, an H10 2-8-0 on freight, two high-hood C420s switching an Agway, a C-Liner with a parlor-car train, an F-unit with train in fall colors, G5 50 on a fantrip, leased BAR GP7s on a plow train and a dramatic evening view of the marker end of a westbound passenger train. The layout is attractive, and the date blocks are large enough for memos. It sells for $6.50 plus $1.00 postage and handling (N.Y. res. add 49¢ tax). It is available from the Long Island—Sunrise Trail Chapter NRHS, P.O. Box 507, Babylon, NY 11702.

This year the "Atlanta Chapter NRHS 1988 Calendar" features all Southern steam. The 15 excellent black & white action views by Hugh M. Comer include the *Crescent* doubleheaded with Ps4s on the cover, followed by a 2-8-8-2, a 2-8-0 on the *Ponce De Leon*, Mikado 4767, two Ps4s at Toccoa, 4-8-2 1490 on Saluda Mountain, a 2-10-2 as a passenger helper, a big 2-8-0 on a short freight, doubleheaded Mikados on the NC&StL, the *Ponce De Leon* with a light 4-6-2 and 4-8-2 doubleheader, Mountain 1487 crossing Mill Creek, a light Pacific on a mixed, doubleheaded light Pacifics on the *Florida Sunbeam*, Ps4 1402 on the *Crescent* and Ps4 1372 on the *Piedmont Limited*. The reproduction is excellent on uniformly good originals in this 11"×17" foldout calendar printed on coated paper. It is $5.00 postpaid from the Atlanta Chapter NRHS, P.O. Box 13132, Atlanta, GA 30324-0132.

The "New York Central 1988 Calendar" features a color reproduction of the R.L. Corwin watercolor "Galion Depot—1948", on its cover. The 14 black & white photos that follow feature B&A 4-6-2 502, a 4-4-0 on the Putnam Division in 1934, A-B E7s, J3a Hudson 5419, another J3a servicing at Elkhart, a P-motor pulling cars at Marble Hill, less than one-year-old E8s on passenger, a K11 Pacific at Weehawken, Mohawk 3001 posed at night at Elkhart in 1987, Ten-Wheeler 883 in 1937, the Rochester depot in 1924 and a K6a Pacific on a Pittsburgh-Cleveland run. The back cover has a busy portrait of the Bellefontaine, Ohio, depot in 1941. The reproduction



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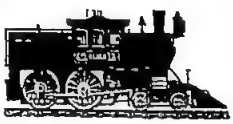
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Traction Publications by Joe L. Diaz

CLEVELAND'S DYNAMIC TRANSIT HERITAGE, by Blaine S. Hays, is a 36-page 8½"×11" softcover issued to commemorate the first ten years of the Greater Cleveland Regional Transit Authority. A brief text accompanied by 70 photographs depicts Cleveland's street railway and rapid transit operations over the years. The photo reproduction is good, and the captions are informative.

This publication will have special appeal to those with a strong interest in the Cleveland traction scene. Available for $4.95 from the Northern Ohio Railway Museum, P.O. Box 29265, Cleveland, OH 44129.

LONDON'S METROPOLITAN RAILWAY, by Alan A. Jackson, is a 416-page 6½"×9½" hardcover book covering in extensive detail the origins, history and operations of London's earliest subways and underground trains. Author Alan A. Jackson is recognized as a leading authority on social history and transportation around London. He has spared no effort to treat the reader to every detail, from the earliest planning to the political and financial problems and the growth and expansion of the system into outlying areas. This includes the events leading to the inclusion of the main line steam and electric railways into London Transport during the 1930s.

This is not a picture book, however; the author has chosen 36 photographs together with numerous well-prepared route and trackage diagrams to accompany to story. There are many pages of chapter notes and nearly 70 pages of appendices with extensive information detailing freight and parcel services, signaling, pertinent dates of development and an index. There is certainly too much excellent material herein to be covered in any review.

This is a wonderfully fascinating book—expensive, but worth the price to anyone with even the slightest interest in London and its railways. It is available for $45.00 from David & Charles, Inc., P.O. Box 257, North Pomfret, VT 05053.

Book Reviews

Zephyrs Thru The Rockies, by Harold A. Edmonson and David Goodheart, published by Goodheart Publications, P.O. Box 47131, Chicago, IL 60647. 128 9"×12" pages, hardcover $39.95 or softcover $29.00 (Ill. res. add 8% tax).

The demise of the *Rio Grande Zephyr* in April 1983 was an event of confusing emotions. On one hand, we were losing the last "true" passenger train in America's contiguous 48 states (operated by a real "railroad" with traditional services and equipment, from the F-unit up front through the diner and domes to the boat-tail obs), while on the other we were gaining eight modern Amtrak trains a week over one of America's most spectacular rail routes. With its heritage of the incomparable CB&Q/D&RGW/WP *California Zephyr* and Amtrak successor of the same name, the *Rio Grande Zephyr* was a moment in rail history gilded in gold and silver—a maverick of its time and a link between the past and present. Its story and image deserve permanence, and this full-color book resolves that just splendidly.

With attractive layout and superb color reproduction, this book packs 272 color photos into its 128 pages and tags all the bases with extensive and informative captions, often told from the railfan viewpoint. It begins with the last days of the RGZ, complicated by the "Lake Thistle" mudslide, which is

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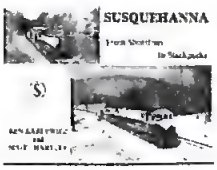
shown in remarkable detail both before, during and after. Then comes the pictorial history of the original CZ, complete with WP silver and orange F-units, Rio Grande PAs and even a CB&Q E5. This is followed by the story of the RGZ and a detailed look at "Zephyrland," the fascinating canyons and geology of the D&RGW route—complete with color-enhanced high altitude aerial photos of the line "Thru the Rockies, Not Around Them."

The book wraps up with a look at the D&RGW Ski Train, the Amtrak test train, RGZ cars leaving for Amtrak's Beech Grove Shop, the famous F-units in freight service and the beginning of the Superliner *California Zephyr*. Included is an RGZ equipment roster and photos of dining car menus and a timetable.

But the primary attraction is the photography, from the finest of the country's railfan photographers (not just Westerners, for fans from coast to coast visited and documented these trains). In addition to the expected views of gold and silver consists in mountain splendor, you will find scenes of the passengers and crew plus unusual power and equipment consists. The photos, though appropriately predominantly in sunshine, also include some wildly dramatic weather and night views. There are some photos impressively large and many properly small; the overall effect is busy but attractive. In addition to the four process colors for photo reproduction, the book is enhanced in places with fifth and sixth colors of silver and Grande Gold ink. This is a beautiful book on a deserving subject—J.B.



Susquehanna, From Shortlines to Stackpacks, by Ken Karlewicz and Scott Hartley, published by Railpace Company, Inc., P.O. Box 927, Piscataway, NJ 08855-0927. 104 8½"×11" pages, perfect bound, softcover, $23.95.

Probably the biggest story of 1987 was the rebirth of the frail little New York, Susquehanna & Western into a Class 1 regional carrier, hauling cross-country stack trains. It wasn't too long ago that you could reach down anywhere along the old main line and scoop up a handful of old railroad tie. The story was an interesting one, indeed, and it caught the attention of photographer Ken Karlewicz early on. He began taking pictures a few years ago to supplement his HO scale modeling, and he also holds a Black Belt in Karate. The result is a creative instinct to gain elevation and the physical ability to do it. Many times lineside, Ken will show up in ten-degree weather, sashay up a tree, pull a lens out of his mouth, then yell down to everyone, "Yo!, what a shot." (The wide-angle is carried in his teeth after it fell out of his pocket once.) Also, his car can't get within 250 feet (in elevation) of the scene overlooking Lackawaxen on page 46, and he was pulling splinters for days after scaling the weathered telephone pole while taking the shot on page 79.

This enthusiasm for the subject comes through in the photos in this book.

The story of the Walter Rich's Delaware Otsego System from a steam tourist railroad into the NYS&W's a through route of international stature is much too big for one or two magazine articles, and this very attractive book fills a very large need in documenting the history and visuals of this short line saga. Carefully researched and well presented by Scott Hartley, the text is a complete history of the Delaware Otsego System, told in 14 chapters, one dedicated to each of the divisions which presently make up the DO System. This includes the Fonda, Johnstown & Gloversville; the numerous and varicolored Alcos in upstate New York, the little Staten Island and Rahway Valley operations and the famous Alco C430s and ex-BN SD45s and F45s on the "haulage" and Sea-Land double stack container trains. An appendix with photos of the locomotives, freight and passenger equipment is also included with a complete locomotive roster.

While the text makes it a valuable history, this book will be most enjoyed as a photo album with 185 of its 255 photos in full color, with excellent reproduction of both the color and black & white offerings. Although it showcases Karlewicz' work, this book also in-

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cludes the photos of numerous other photographers for a pleasing panorama of images and styles. This is Ken's first effort, and it is outstanding. Rarely has so much action, and so much color, been published for such a small price. Scott Hartley has done an excellent job on the text—it is factual, accurate and very readable. The page layouts are clean and utilitarian with a good selection of both color and black & white photos. It would be a welcome gift for almost any railfan—M.D.

Compact Disc Reviews

Steel Rails Under Thundering Skys and The Power and the Majesty, Volume II, produced by Mobile Fidelity Productions of Nevada, P.O. Box 8359, Incline Village, NV 89450. Total time: 43 minutes and 51 minutes respectively, $15.98 each.

These two titles were released in 1972 and 1982 respectively as audiophile record albums geared to the sound purist, as well as the historian. Mobile Fidelity Sound Labs is a leader in the audio field and have now rereleased these popular selections on Compact Disc. Never before has such complete and accurate recovery of sound from a master analog recording been possible at the consumer level as with the Compact Disc.

Steel Rails Under Thundering Skys combines some fairly familiar late-era steam locomotives with a "stage show in sound" concept. In this scenario, it's third trick at a watchman's shanty during a stormy night. On this busy railroad, trains can be heard in the distance before they appear. Some roll right through town, some stop to do local work, but the effect is of an unfolding scene, with the imaginary trains described in the liner notes. As the sound comes up, it is raining, and thunder can be heard in the background. First, a Consolidation rolls into town, sets off an empty and goes on its way with a pusher on the rear (Reader Railroad 2-8-0 1702 and 2-6-2 11). Then a large 4-8-4 rips through town with a light consist (UP 8444). The helper returns and a Mike rolls into town (Sierra 34) followed by a mail train with a 2-8-4 (NKP 759), demonstrating its "Baker Gallop" in high-speed style. A 4-8-4 drags in with empties for the mine branch (Reading 2102) just before a pair of Pacifics (Steamtown G5s 1246 and 1278) pull in and make a dramatic departure. Another 4-8-4 (SP 4449) wheels through just ahead of a Mikado (White Mountain Scenic ex-Sierra 36) that slows coming into town and accelerates with a heavy train sounding three times her size.

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The continuing thunderstorm unifies the action and ties the events together. From an entertainment aspect, the specific locomotives become part of an overall scene. It really works.

"The Power and the Majesty, Volume II," is in a more traditional format. It was recorded with state-of-the-art methods on audiophile analog masters. The result is almost total lack of background noise, which you notice from the very first track. Each one is carefully planned and executed. Southern Pacific *Daylight* 4449 is captured three separate times working upgrade at high speed. In the runby at the horseshoe curve on the 2% Cuesta Grade, the 4449 can be heard many miles away. The scene is quiet, with only the distant *Daylight* and surrounding wildlife being heard. Suddenly, three WWII P-51 Mustangs, a Corsair and a Bearcat snarl low overhead. Wow!—instant appreciation for dynamic range of the Compact Disc. (Producer Brad Miller warns that this disc can blow your speakers if you have the steam engine comfortably loud before the airplanes erupt onto the scene.) The 4449 can then be heard working the long and winding pull up toward the recording position high on the hillside. On another track, Reading 4-8-4 2101 was recorded working upgrade in the rain on the B&O in May 1978. C&O 614 and the 2101 were recorded on separate dates climbing the 2% grade of Sand Patch with heavy trains, and both tapes were combined to produce a never-achieved-in-reality doubleheader of these famous 4-8-4s. The last track is a pleasing "soundscape" with Royal Hudson 2860 going by a Yosemite frog pond with Oriental wind chimes and an approaching thunderstorm.

The performances on these recordings have already been heralded, as "Steel Rails..." has been out for over 15 years, but to hear them on Compact Disc is truly impressive. Because sound information is taken from the disc digitally, there almost no background noise. The CD also allows for a greater "dynamic range" that can handle higher and lower volume levels simultaneously without distortion. Most of all, there are absolutely no ticks, pops, rumbles and buzzes, even with the volume up (except for the ones on the locomotives.) Keep in mind, though, these were recorded in the field on audiophile analog tape and converted to digital for mastering. The hiss is not totally gone, but these recordings are still higher in quality than the first play of a conventional record—and will stay that way almost indefinitely. As a result, you don't need an expensive stereo to appreciate these amazingly clean recordings. Both are on my Christmas list—M.D.

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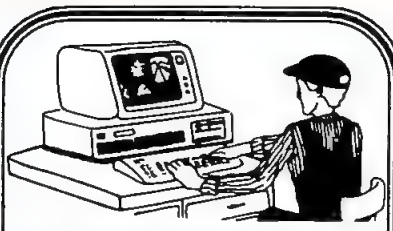

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Transit Currents

The Iowa Traction

Those with affectionate feelings toward the true country interurban have had one place to look in recent years: the Iowa Terminal Railroad. While the Northern Indiana Commuter Transportation District and the Chicago South Shore & South Bend Railroad often bill the South Shore as "America's last electric interurban," that railroad has changed its character substantially so that it today is a modern freight and passenger commuter railroad. But the modern day remnant of the old Mason City & Clear Lake has retained its freight interurban identity.

Recently, news arrived about changes at the Iowa Terminal. That carrier ceased to exist on April 13, 1987; it was purchased by three persons from Mason City and two from Waterloo, who renamed it the "Iowa Traction Railroad." David Johnson is the president of the new company.

A part of the sale agreement was that the Iowa Terminal name was in no way to be used by the new organization. It was not a friendly sale, and things moved quickly. Within hours of the purchase, Iowa "Terminal" was covered over with silver duct tape, and as the locomotives come into the shop the old names were being painted out. The locomotives numbers remain the same. Involved in the sale were locomotives 50, 51, 53 (the Texas Electric unit), 54 and 60. Locomotive No.52 was destroyed in the lamentable Thanksgiving night fire in 1967.

Apparently, none of the equipment had been maintained in about five years, nor had it been inspected by anyone. Dave Johnson has therefore been bringing the locomotives one at a time into the shop and trying to rebuild them. Repainting will have to wait until critical maintenance is carried out. By the way, when the painting is finally done, the new reporting marks will be IATR.

The old yellow, double-door boxcars with IAT painted on them are gone and have been replaced by 35 freshly painted ex-Pittsburgh & Lake Erie boxcars with bright Tuscan red paint and white lettering. The covered hoppers should be gone by the time you read this, and the old gondolas have had the new reporting marks painted over the old ones.

North Shore Line coach 727 is still the property of Iowa Terminal and remains within the carbarn, its disposition not yet settled. Iowa Traction took over ownership of the North Shore "MD" freight motor. Other pieces of equipment needed for the maintenance of an electric railroad were transferred at the time of sale, and some of the old Rock Island flatcars were purchased after the sale. Future possibilities are interesting. The Chicago & North Western has abandoned three miles of track on the northeast part of Mason City that extends into the Nature Center. A friend of Dave Johnson has made application to buy this line, and the ICC is considering it. Dave Johnson has requested trackage rights with an easement to erect poles and wire along the C&NW on the southeast corner of Mason City up to the section that is to be abandoned; this line was originally a part of the old M&StL. The aim is to establish an interurban service from Interstate 35 at Clear Lake to and through Mason City to the Nature Center. This would be a tourist attraction and is a long-run goal.

At the present time, the track and service extends from Traction Park, which was the original name for Emery, eastward to the old Milwaukee Road interchange. Industries along this route are now being served, with about twelve cars a week being moved as of early September 1987. The railroad from Traction Park to Clear Lake is now out of service, but Dave Johnson is trying to interest

TWO PHOTOS: CHRIS D'AMATO

THE IOWA TRACTION RAILROAD has purchased the Iowa Terminal Railroad of Mason City. This interurban freight line has a variety of freight motors including former-Charles City Western (ex-Texas Electric) 53, shown in October 1978. In the barn at Emery were Northeast Oklahoma/Crandic/KCKV motor 51 and ex-North Shore MD car 234.

Railroad

two industries in Clear Lake in shipping by rail. If he is successful, the line will soon be rebuilt in order to serve them. Passenger service of an interurban nature is a future goal but is not expected to happen any time soon.

Dr. S.D. Marty supplied the information. He and Bob Kreiger have established the Mason City & Clear Lake Electric Railway Historical Society, which has just become a legal, tax-deductible entity. They aim to sell T-shirts, hats, patches and ties to raise money for the railroad. They see an operation similar to that in Essex, Connecticut, where the Valley Railroad freight line shares track and facilities with the Connecticut Valley Railroad Museum. They have resurrected the old Mason City & Clear Lake herald of intertwined letters, and they plan to put it into production very soon. As part of the historic theme, locomotive No.60 may be repainted into the original MC&CL colors, because it is the only surviving locomotive of that railroad. The colors were silver and black with red trim.

Thanks to Dr. S.D. Marty for the information and Gordon Geddes for helping in the detective work.

Boston's Washington Avenue el

A year-long dismantlement of Boston's former Orange Line elevated railway structure above Washington Street began August 13, 1987. In use from 1904 to 1987, the Orange Line rapid transit service was shifted to a new right-of-way about a half mile to the west.

The demolition of the elevated commenced in Chinatown, at the entrance to the tunnel that took the tracks through the central part of Boston, and also in Jamaica Plain at a point just to the north of the Forest Hills Station. The dismantlement calendar scheduled the track from Oak Street to Dover Station to be gone by the end of August 1987, the trackage from Forest Hills to Green Street and from Green Street to Eggleston Square by September 1987 and the line from Dover Street to Northampton Station by January 1988. Removing the track from Eggleston Square to Dudley Square will finish the job by June 1988.

In the process of dismantlement, the railings, walkways and electrical equipment will be stripped from the structure and lowered onto trucks below. Torches will then divide the horizontal track from the vertical support structure. Track sections 55 feet long will be cut, and when the cut is completed a crane will lower the track sections onto a waiting flatbed truck. Torches will again be used to cut the vertical supports at a point about three feet above the ground, and a crane will move the support beam to a waiting truck. Finally, the remaining three feet of support structure will be removed and repairs made to the street surface. Debate and discussion continues on the replacement of service on Washington Street; it may be light rail, trolleybus or regular diesel bus.

Better News In New York

Newspaper reporters on the beat that covers transit in New York City have traditionally had a juicy source for a story because there was usually something pretty awful about the transportation system in an around the great metropolis. Unfortunately, while not a picture of total perfection, the transit situation is getting better, and many reporters will have to go out and really hustle for an unfavorable story.

According to Bill Fennelly, the Metro-North Commuter Railroad is giving a higher quality of service, and the cars are cleaner than in the past. Metro-North has had about a billion dollars to spend to improve itself within the last five years, and apparently they have put the dollars to work creatively.

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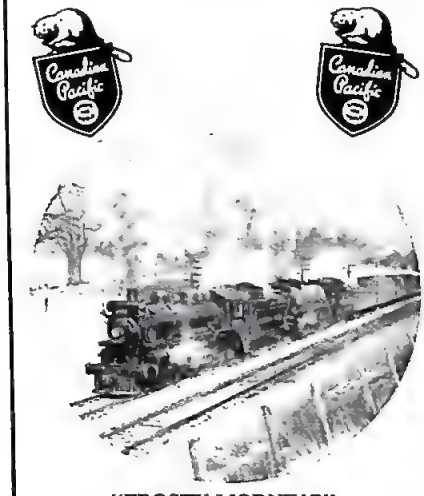

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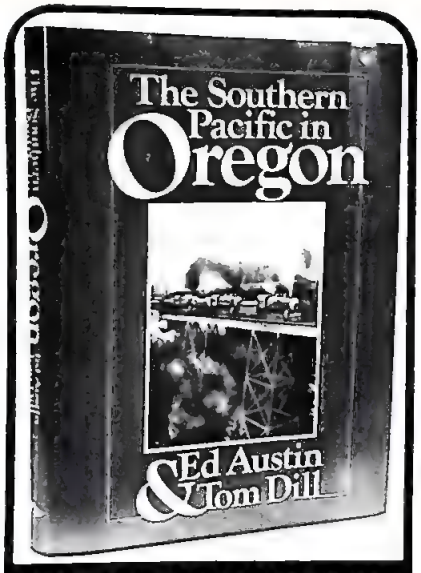

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The Journal of Shortline and Industrial Railroads

Transit Currents

Employee courtesy, faster running times and better on-time performance have steadily improved. Indeed, Metro-North is getting so good that it is one of the reasons that Robert M. Kiley was reappointed to his position as chairman of the Metropolitan Transit Authority. The service improvements are a result of new rail, a new power distribution system, new stations and upgraded equipment and maintenance facilities.

Even so, residents of River Road in Briarcliff are absolutely opposed to the construction of an electrical substation in their area by Metro-North. The railroad is in the process of building 51 substations on its Hudson and Harlem lines, and the one in Briarcliff is the only one without a designated site. Perhaps it was the feeling that they were doing well that caused Metro-North to raise the price of champagne, wine, mixed drinks and munchies in its bar cars. Champagne has risen from $2.10 to $2.50 a glass. The reconstruction and renovation work to be done by Metro-North on the Park Avenue tunnel has been delayed. The expected $90-to-$100 million job (and maybe much more) is running about six months behind schedule.

Elsewhere in the New York area, the MTA and Amtrak have come to an agreement on Pennsylvania Station. The station will be operated jointly by the two bodies, which clears the way for $160 million in improvement. The Long Island Rail Road, which is an MTA subsidiary, will begin a $70 million renovation to the station to make passenger movement easier, quicker and more pleasant.

Some years ago the elevated cross-water parking lot known as the Tappan Zee Bridge put the old Yonkers ferry out of business. With the traffic jams on the bridge, there is a good chance that the ferry will soon be back in business. Other ferries that have recently started up service once again are the Fulton ferry, hauling folks from Brooklyn to Wall Street, and the Elizabeth ferry. The Fulton ferry is a 2½-minute trip with a $1.50 fare. The Elizabeth ferry runs from Weehawken to Manhattan, which is a 40-minute trip that costs $6.00 one way. There are five other ferries linking Wall Street to Fort Lee, Elizabeth, Highlands and Keyport in New Jersey and to Rockaway in Queens. The Big Apple and environs are not standing still.

4th Annual Hoosier Traction Meet

With visions of Red Devils and Indianapolis Union Station buzzing in our minds, we traction faithful of Hoosierland and elsewhere descended upon the Indianapolis Convention Center on September 12, 1987, for the fourth annual Hoosier Traction Meet. Cincinnati & Lake Erie was the main theme for 1987. As usual, there was coverage of other lines, particularly those in the Cincinnati area.

Doc Blackburn asked me to start off with a talk on the current situation of the Northern Indiana Commuter Transportation District and the Chicago South Shore & South Bend Railroad. Then Earl Clark picked up the program's main subject by giving an historical profile of the interurban and transit operations of the predecessor lines of the Cincinnati & Lake Erie. He took us on a journey that started with the Miami & Erie Canal in Cincinnati and terminated in Toledo. The canal became the basis for the stillborn Cincinnati subway that was supposed to be the entrance to the Queen City of the various standard gauge interurban electric railways. The non-standard gauge trackage of the street railways kept the interurbans from the heart of Cincinnati. The canal was drained and formed the basis for the construction of the subway back in the 1920s. The Depression and the decline and dismantlement of the interurbans brought an end to subway construction.

Earl Clark and Dave McNeil (Dave is the author of the great book on the Cincinnati, Georgetown & Portsmouth, the railroad with three gauges) got everyone thoroughly engaged in the subject matter. Dave then followed up with movies on the Cincinnati Street Railway and a fine selection of slides taken along the C&LE right-of-way.

Doc Blackburn followed with a potpourri of films which included the Interstate Public

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Service here in Indiana and some other Indiana interurban operations, and the famous Pathé newsreel footage on the race of the Red Devil C&LE car against the airplane back in 1930. Earl Clark then showed some interesting 8mm films of the Cincinnati, Newport & Covington streetcar operation taken not long after World War II. That was followed by some superb slides taken by Walter Simpson from the Cincinnati Car Company's builder's shots of many of the cars which they had turned out over the years.

Bill Myers treated us to some great color slides of the last days of rail operations on the Cincinnati Street Railway. There were a few PCCs, but Bill mostly showed the Peter Witt cars in action and in the barns. He covered, in particular, the end of rail service when all the PCC cars, save for two sample cars (one from Brill and one from Pullman), had been sold to Toronto and the Witts soldiered on to the end.

Earl Clark finished up the pictorial part of the program with movies of the Cincinnati, Georgetown & Portsmouth back in 1934. George Bradley and the audience then conversed informally about the very earliest days of street railway electrification.

Next year the main theme will be electric railways in Louisville and in the immediately surrounding area. Dick George will present some film on the Indiana Railroad. A modern program is also proposed that will concentrate on the latest traction happenings around the country; perhaps Doc Blackburn will show his video tapes of the Pittsburgh operation.

The next Hoosier Traction Meet is scheduled for the weekend after Labor Day, September 10, 1988, and will probably be at the Indiana Convention Center, two blocks from Union Station in Indianapolis. I hope to see you there.

A sad note to end this coverage. Three well-known electric railfans from the area recently passed away. Jerry D. Pruden of Alexandria, Indiana, died on August 18; Vane A. Jones, a former employee of the Indiana Railroad, died on August 30; and George Hale Moore of Bedford, Indiana, died on August 31. Our sympathies to their families. And our memories, too, turn to Ron Morris, who passed away a year ago shortly after the third Hoosier Traction Meet.

Rapid Transit in Denver

The passage of House Bill No. 1249 by the Colorado General Assembly makes it apparent that the Regional Transportation District may get some increase funding, perhaps as early as 1988, to implement a fixed guideway system project. Eventually it will probably be a combination of rail and busways.

The interest of the Colorado General Assembly and the people of Denver in improving transit by both rail and bus has been sparked by the rapid population growth in the area and the severe problems of air pollution that are being encountered more and more frequently. The business community has gone along with the notion that it would help pay for large pieces of the rapid transit system, be it light rail or bus oriented, by special taxes on property close to the transit improvement. As part of the build-up for serious consideration of what is entailed in the form of action, Ed Colby, the general manager of the RTD, and 22 members of the Colorado General Assembly went on a transit fact-finding tour to Paris, Lille, Essen, Dusseldorf, Cologne, Bonn, Stuttgart, Munich, Berchtesgaden, Berlin, Amsterdam and London. Since the trip there have been a number of meetings with the governor of Colorado to discuss future transportation plans in Denver.

The General Assembly has given rather specific directions and proposed completion dates: 1. Santa Fe Corridor (Colorado Highway 470/I-25), December 31, 1992. 2. West Corridor (Central Business District to McNichols Sports Arena and the Mile High Stadium to Golden); first phase to the Sports Arena and Mile High Stadium by December 31, 1990; West Corridor, final phase, December 31, 1992. 3. North Corridor (I-25 from 120th Ave. to the Central Business District), December 31, 1991. 4. Northwest Corridor (I-25 to Broomfield and eventually to Boulder); first phase, December 31, 1992. 5. East/Airport Corridor (Central Business District to the new Regional Airport or to the existing Stapleton International Airport if construction on a new airport has not commenced), December 31, 1994. 6. Aurora South Corridor (South Aurora to Central Business District with an eventual extension to the Southeast Corridor), December 31, 1994. 7. Downtown Denver Circulation Corri-

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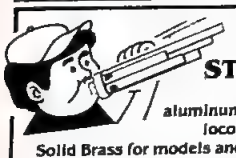

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Transit Currents

dor, December 31, 1994.

The RTD must develop a financial plan and report to the General Assembly by January 1, 1988, with details on the specific route alignments for the various phases of the fixed guideway corridors discussed above, the technology selected for use in the fixed guideway corridors, cost estimates, construction timetables of proposed phasing and any requests for additional financial authority which may be necessary for completing the projects. Thank to Ed Colby for the information.

Flashes

The **NATIONAL CAPITOL** Trolley Museum is seeking to bring standee-window PCC Car No.1540 back to the Washington area. The museum would like to use the car, currently residing in Jasper, Arkansas, off in the wilds of the Ozark mountains, as a replacement for its Silver Sightseer car that was destroyed in a fire several years ago. For more information, contact National Capitol Trolley Museum, P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904-0007. By the way, for those who thought such things couldn't happen, car bodies for Hagerstown & Frederick cars 62 and 8 were rescued from oblivion and taken back to Frederick with the help of trolley museum personnel. It is expected that the cars will be cosmetically restored and placed on display.

N.J. TRANSIT is getting a better handle on things. Its rail dispatching and train control operations will be centralized using federal grant funds. The CTC system will enable train dispatchers to control interlockings, switches and signals from remote locations. Pinkerton Control Systems also got a contract to install a closed circuit television security system for the Newark City Subway.

The **NEW YORK CITY** Transit Authority estimates it loses $100 million a year by the slippery work of fare-beaters. The NYCTA is taking steps to improve security. Since an effort to deter fare-beaters started in 1982, the transit police have issued 2,234,659 summonses and made 51,409 arrests. Even so, in a day-long count made on April 15, 1987, by token-booth clerks, 118,314 people sneaked onto the subway trains.

"Get 'em while they're young" seems to be a thought in mind of Boston's Massachusetts Bay Transportation Authority. The **MBTA** has just issued, jointly with the Boston Children's Museum, a stylized map of the rapid transit and light rapid transit systems in Boston. Entitled *Trolleys and Trains: A Kid's T Guide*, it is available free of charge from the MBTA, the Transportation Building, 10 Park Plaza, Boston, MA 02116.

Grant Welbon writes to update us on the **OREGON ELECTRIC HISTORICAL RAILWAY SOCIETY'S** operation outside of Portland to Lake Oswego. He says that the car in operation is a British doubledecker from Blackpool. Since the line has no overhead, all trolley equipment will be powered by a mobile motor generator set owned by Bob Hively of Seattle. This mobile generator was used for several years on the Puget Sound & Snoqualmie Valley Railroad at Snoqualmie, Washington. September 5 was the start-up date for the historic trolley operation.

The **SAN FRANCISCO TROLLEY FESTIVAL** appears to be derailed for 1988 and perhaps 1989 because the street rebuilding

Videos

BY MIKE DEL VECCHIO

New Arrivals

If the gray 8444 is as exciting news to you as it was to us, then you won't want to miss **"Union Pacific 8444"** from Pentrex, P.O. Box 94911, Pasadena, CA 91109. This 60-minute production was shot on the "River City Roundup" ferry moves and the Denver-Laramie Intermountain Chapter NRHS fantrip, where there was fast running and beautiful weather. We haven't seen this one yet, but based on Pentrex's track record, it should be a beauty. The tape is quite a bargain for $29.95 (plus $3 shipping and handling, Cal. res. add 6.5% tax), VHS or Beta.

"This Is My Railroad (Southern Pacific—1947)" released by Roundhouse Video, 5416 Bissonnet, Bellaire, TX 77401 (713/667-7762), is an all-color film produced by the SP at the end of World War II. It was completed in 1947 and is 95% steam. It features *Daylights* on the Coast Route, Cab-forwards on Tehachapi, GS4s being serviced at Taylor Roundhouse, rotaries on Donner Pass and freight and passenger cars of the era. In the mid-1950s, this film was withdrawn and replaced by a shorter version of the same title emphasizing diesel freight trains. This rare print of the original version has been professionally converted to 1" video tape on a Rank Cintel scanner for quality and correct color. 58 minutes, $49.95.

"Denver & Rio Grande Western" was released by Pentrex last April and has been getting a good reception. A contemporary look at the D&RGW, this 90-minute tape includes coverage of the Moffat Line (including Amtrak's CZ and the Rio Grande's "Ski Train"), the Royal Gorge, Tennessee Pass and the Joint Line. Pentrex also includes a 17½"×23'"D&RGW system map and a copy of the May 1985 *CTC Board* to help the viewer more closely follow the tape. 90 minutes, $59.95.

"Sacramento Northern Railway in 1940," by Catenary Video Productions, P.O. Box 14185, San Francisco, CA 94115, is a show put together from 16mm movie film giving a look at this popular California interurban. Featured in the program are passenger and freight operations with plenty of good action.

plan on Market Street is to get started in April 1988. The vintage 1948 streetcar track will be replaced with new rail except in those areas above the BART/Muni Metro stations where the street and tracks were reconstructed in the early 1970s. The F Line to the east will be extended by installation of switches and a crossover at Fremont & Market to allow the main line, which now goes to the Transbay Terminal, to be extended to the Ferry Building and north along the Embarcadero. As a substitute there may be a wharf trolley line using vintage cars towing an electrical generator. This would operate along the unused State Belt freight trackage along the Embarcadero from downtown to the Fisherman's Wharf area.

Business is good for the **SAN DIEGO TROLLEY**, so the San Diego Metropolitan Transit Development Board has signed a contract for its fourth order of light rail vehicles. Siemens Energy & Automation, Inc., of Burlingame, California, is the recipient of the $21 million contract for another 20 Siemans/Duewag U-2, double-ended, articulated cars. The cars are to serve new extensions of the light rail system to El Cajon and the Bayside line. Delivery will begin in February 1989 and be completed in September of that year.

The **ST. LOUIS** light rail line is on schedule. Metro Link, as it is called, hopes to begin construction in the summer of 1988. The key factor now is getting a full funding contract out of the Urban Mass Transportation Administration. The reauthorizaton of the Urban Mass Transportation Act early in 1987 made federal mass transit funds available for at least five more years, so, according to the UMTA administrator, the construction money should be a certainty.

The transfer to video was done on a Rank scanner, the sounds are authentic and a professional narrator is used. 47 minutes, $54.95

Feature Reviews

"Cass Scenic Railroad Photo Special," produced by the Cass Scenic Railroad, P.O. Box 75, Cass, WV 24927. 75 minutes, $35.00, VHS or Beta.

This tape consist of highlights of the 1985 and 1986 "Spring Photo Specials" on the Cass Scenic Railroad. These have become annual events wherein a limited number of fans get the run of the railroad and the full red-carpet treatment. Included are some 18 runbys, cab rides, a three-Shay runby, shop tour and some of the most beautiful mountain scenery in the East.

The tape opens with an action shot of two of the perfectly-preserved Shays pacing each other, then shifts to a "race" of three Shays on parallel tracks. Next, we have a double-headed team of Shays pulling a log train through the many switchbacks up to the summit at Bald Knob, with the "tourist cars" left off in the background for each of the runbys. There is lots of good whistle "shouting and hooting," depending on which engineer feels inspired at the time. The Shays put on a spine-tingling performance with rapid-fire "chuggity-chugging" as they climb grade after grade and squeal around the tor-

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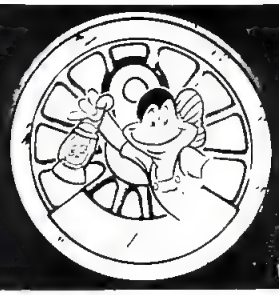

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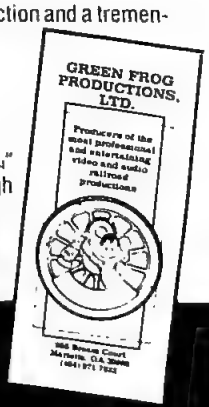
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tuous curvature, with the log train in tow.

We're treated to cab shots of both the engineer and fireman at work. As the action progresses, we switch to the 1985 trip, which features the impressive duo of Western Maryland Shay 6 and BL2 7122. You don't have to be a dyed-in-the-wool logging fan or a lover of Shays to appreciate this video. While the photography falls a bit short of excellence, the scenery, clarity, attention to the details of the operation and flawless audio more than overcome any minor hiccups. There is no narration; only pure locomotive, train and track sounds prevail. The total effect of subject action and mountain scenery makes the viewer want more of everything. There are some truly dramatic moments: WM 6 slips three times in one sequence before regaining her footing, the BL2 doubleheads with the Shay, and there's a BL2 cab ride. All in all, it is highly recommendable viewing. Incidentally, the Cass Scenic Railroad receives a percentage of the purchase price from each tape sold—AL DI CENSO.

"Return to Blue Ridge," produced by Locomotion Pictures and sold exclusively in the United States by the Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032. 52 minutes, VHS or Beta, $39.95.

Nick Lera, from Great Britain, who filmed in Peru and Africa for the popular "Great Railway Journeys" TV series, has produced a video documentary of the N&W 2-6-6-4 1218's first moves in April 1987 and the 1987 NRHS Convention that has been selected by the Roanoke Chapter NRHS as their "official" record of the Convention. With Lera's delightful British accent in the narration and "foreigner's" viewpoint on the subject matter, this is an unusual and entertaining production that has all the charm of the "Great Railway Journeys" series.

Shot on 16mm film simultaneously with lineside sound, it has the "tight" production character of a film, where the sequences must be planned and carefully executed (compared to the "tape is cheap" marathon shooting of most of today's video pros). The "world class" caliber of Lera's photography and production work are evident with an interesting mix of visuals—without forgetting the "bread and butter" runby action, of which there is plenty. Lera's narration is more commentary than nuts-and-bolts description, though most runby locations are captioned on the screen. While he has his facts down pretty well, the British-isms that occasionally creep in are a real delight (like the steamy morning sequence of 1218 "in shed" at Shaffer's Crossing, turning on the "triangle" at Bluefield or assaulting the "1-in-80" of Christiansburg grade). This film is a fascinating study of how others see us.

The tape begins with views of three N&W engines rusting in the weeds of a Roanoke scrap yard and a brief (and not overly accurate) recap of post-steam tourist and excursion operations. Then it is into the 1218 story with its "running-in turn" out of Birmingham, the ferry move to Roanoke and the famous inaugural excursion weekend in April. Lera did a much better job than most in showing the flooding and mudslides that tormented the railroad west of Roanoke on that dreary but dramatic Saturday. A cab ride

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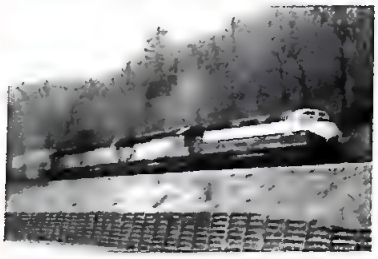

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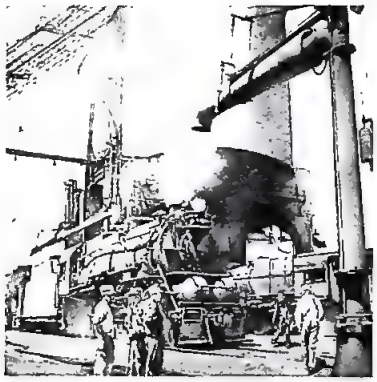

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wraps up the sunny Sunday trip to Lynchburg.

Then comes the convention coverage, beginning with the FP7s on the Shenandoah line and the Thursday 1218 run to Bluefield and return to Roanoke with the 611. The first coal train action is the 1218 ferrying back to Roanoke in late afternoon light.

After coverage of Larry Smith's unique flood-lighted night session at Shaffer's Crossing, we get the full treatment of "Spectacular Saturday" with the 1218 and 611 working numerous runpasts side-by-side. The extensive coverage of the 1218 as seen from the 611's train is particularly impressive; his use of two camera crews makes possible both lineside and on-train action of the whole convention and this day in particular. The film concludes with runpasts and pacing of the coal train ferry move west to Bluefield after the convention and the 1218 continuing on with the coaches to Iaeger and Williamson—and one awesome flashback of the 611/1218 duo approaching Montgomery Tunnel on the convention Saturday. Incidentally, early in the program O. Winston Link is shown photographing the 1218, and in a closing note the film is dedicated to Link for his historic work during the last of N&W steam.

The image quality is good and the editing is excellent, although the sound is sometimes a little "thin" and slightly mismatched at points (although you have to really know steam to pick it out; the average viewer would probably not detect it). The overall effect is very much like that of a Public Broadcasting documentary with every railfan angle covered superbly. The Roanoke Chapter has a real quality product here and made an excellent choice for their "official" 1987 Convention tape—J.B.

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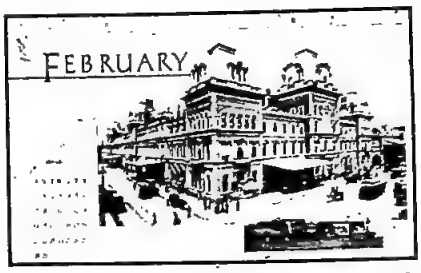

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THE WISCONSIN CENTRAL On Sunday, October 11, at 12:01 a.m., the Wisconsin Central officially took over the Lake States Division of the Soo Line, making it the largest of the new regional railroads (see December 1987 R&R, page 44.) The WC includes the former-Soo Chicago-Minneapolis and Minneapolis-Sault Ste. Marie mains and lines to Superior and Ashland, plus a few branches and Milwaukee Road lines from New Lisbon to Tomahawk and Milwaukee to Green Bay, totaling 1920 miles. Operation from Superior to Ladysmith will be via trackage rights. The WC has re-opened the former-Soo Fond Du Lac shops, and their headquarters is in Sevens Point, Wisconsin. Exact locomotive requirements are still uncertain, and the quantities may change as operations settle into a pattern. The WC is presently leasing all 17 of the Soo Line GP30s (on Alco trucks), 25 former MoPac GP35m's, eight SW1200s, nine ex-Milwaukee SDL39s, both ex-MN&S SD39s and all the GP9s the Soo Line can spare. Also, 40 ex-BN SD45s are being leased and/or purchased; at least six were on the property as of early November, as were ten ex-Conrail GP35s. The WC quickly had two GP35m's, 4011 and 4007, painted into their new burgundy livery (see page 4). Rolling stock is also being arranged for; a number of covered hoppers and 150 ex-M&NS boxcars are on the property and relettered "WC." There is a lot to do, and the WC intends to paint equipment rapidly.

Traffic is picking up, and trains of well over 100 cars are becoming common. Dispatching is handled by "track warrants" given over the radio, and a scanner will come in handy. The WC is presently using 161.085 MHz on the main line south of Fond Du Lac and west of Stevens Point, 161.370 around Stevens Point and on Northern Lines, and 161.520 as the yard channel.

The first train ran on October 11, 1987, led by GP35s 726 and 2412 and GP30 710. It had left Stevens Point around 8:00 a.m., bound for North Fond Du Lac. The WC is a non-union road running with two or three man crews and has a profit sharing plan for employees. Rear-end-devices are common, though cabooses are used in transfer service where extended reverse moves are required.

ITEL GETS C&NW WISCONSIN LINES In a $66 million deal, Itel Corporation, the parent company of the Green Bay & Western and the McCloud River Railroads, has purchased 208 miles of Chicago & North Western track between Green Bay and Milwaukee. Some equipment and related facilities are included in the package. As with most sales of railroads to existing transportation companies, approval of the ICC and possible state regulatory bodies is a necessity.

The C&NW has announced it will be actively seeking buyers for routes it considers outside a central heavy duty main line railway system—WALTER APPEL.

FOR HER 100TH BIRTHDAY Canadian Pacific 4-4-0 29 is a special locomotive. One of the famous trio of Chipman, N.B., branchline 4-4-0s, she was the last steam engine to haul a train as a working assignment on the CPR (a CRHA special out of Montreal on November 6, 1960). She was built by CPR's Delorimer shops in Montreal during September 1887. After retirement, the 29 was donated to the Canadian Railway Historical Association in Delson, Quebec. Soon after the Salem & Hillsborough Railroad in New Brunswick was formed, the 29 was moved there for display. On September 6, 1987, a 100th birthday party was held for the 4-4-0. The tender was partially loaded with coal and water, and a fire built. Steam pressure was kept below 80 lbs., but this was enough to blow the whistle and give the appearance a being alive (see page 73). The 29 was coupled to CNR 4-6-0 1009 and run for short trips on the museum's trackage. Retired CPR Fireman Willie McGinley, who ran the 4-4-0s in regular service, was on hand to re-kindle old memories.

BURLINGTON NORTHERN During the summer of 1987, EMD took back from Conrail 100 GP38-2s that had been leased to the Penn Central 15 years ago (October '87 R&R, page 35). The units are Conrail/PC 7940-8039, and EMD is leasing the units 50 each to the Union Pacific and the Burlington Northern. Pre-lease overhauls are being done at four locations: Battle Creek, Mich., on the GTW; Kansas City at Mid America Car; Minneapolis on the Soo Line; and on the BN, which has subcontracted with EMD to do some of the work on their own. The units for both BN and UP are being renumbered by dropping the *second* digit in the Conrail number (hence, the 7940 becomes the 740). Units being leased to the BN are in Conrail blue and have EMD heralds applied to the nose and the side of the long hood. Union Pacific units will, so far, remain blue with only their Conrail markings painted out. The units will be delivered to the railroads as the pre-lease work is completed.

Interestingly, 15 of the UP units are remaining on Conrail to work off some pool-power mileage. So that next blue Conrail GP38-2 you see drilling some junkyard in Youngstown may actually be owned by EMD and leased to the UP.

THE LAST LOG TRAIN A chapter in logging history was completed on September 3, 1987, as the last "woods-bound" train ran on Weyerhauser's railroad at Springfield, Oregon (see August '77 R&R). The employees have affectionately been calling the train the "Mohawk Rocket" after the river valley it follows northward. The official last run was led by an unnumbered 70-tonner and a second still lettered for B.C. Hydro, followed by a former SP caboose—TOM SAVIO.

TEXAS SOUTHERN F-UNITS Late in 1986 the Texas Southern purchased seven F7s (four A's and three B's) from the abandoned U.S. Steel Atlantic City, Wyoming, mines, to power its dinner trains. A units 100 and 104 were painted and immediately put into service, and at least one B unit, the 101, has been painted and is in service. The blue and silver scheme is similar to the Santa Fe cab-unit warbonnet. As a touch of sparkle, the handrails, ladders and nose grabirons have been chrome plated. The units are based out of San Antonio, Texas.

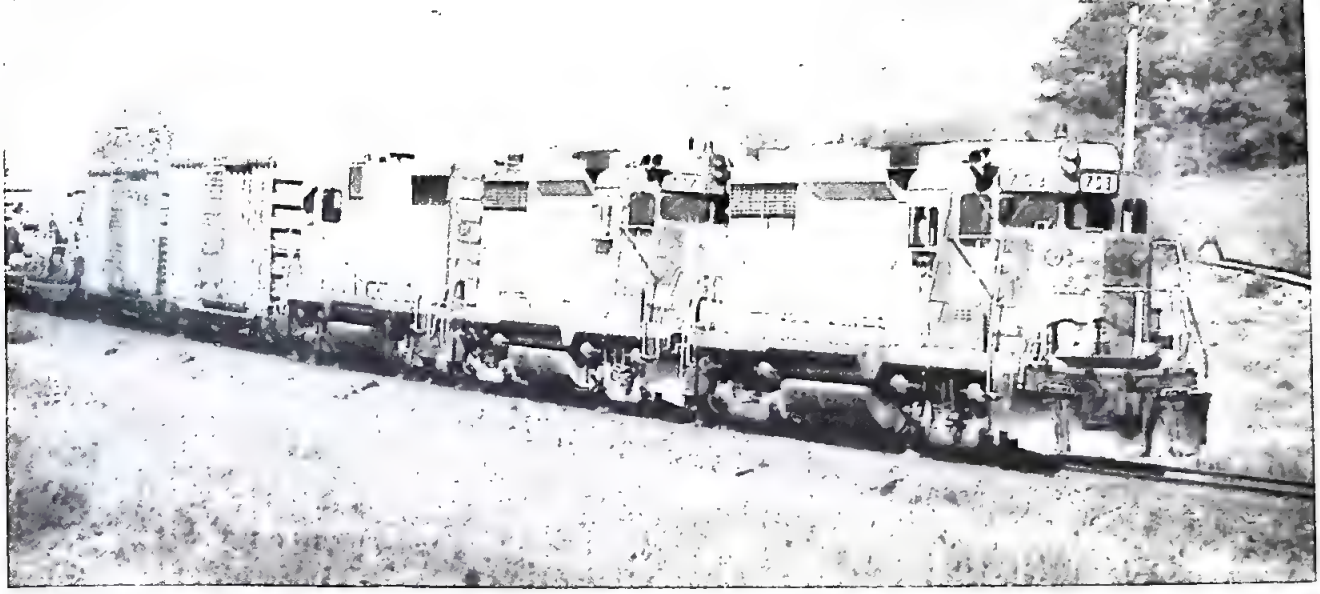
During Pope John Paul II's recent tour of the West, Texas Southern took over 500 riders from Dallas to San Antonio to attend the Papal Mass on Sunday, September 13, 1987. The "Papal Special" left Dallas Union Station at 11:00 p.m. Saturday with 19 cars and arrived in San Antonio at 7:30 a.m. Sunday. The return trip was made that evening.

On October 5, the three cabs and nine cars went to Waxahachie, Texas, for the filming of a TV movie "Breaking Home Ties," starring Jason Robards. It takes place in the 1950s, and the MKT Waxahachie depot was renamed "Ferris" for the production. Only two locomotives and five cars were used to re-create a steamline-era train. The trip from San Antonio was made over the MP to Dallas, then south on the MKT 31 miles to Waxahachie.

THE NAPA VALLEY RAILROAD Things are really taking shape on the Napa Valley Railroad, which took over 22.5 miles of the SP's former Napa Valley Branch early last year. They first made news (October '87 R&R, page 4) by painting their former Camino, Placerville & Lake Tahoe 44-tonner in an attractive purple scheme lettered "Napa Valley Wine Train" for a proposed wine and dinner train scheduled to start up in the spring of 1988. That 44-tonner has since been repainted "grape leaf" green (see page 74).

The track has been undergoing repair, and the NVRR has been running work and stone trains with a Baldwin DS4-4-660 (formerly stored at the California State Railway Museum's shop in Sacramento) owned by NVR General Manager Doug Morgan. The Baldwin has a colorful history, being built as Morrisey, Fernie & Michel Railway (of British Columbia) No.1. It was later sold to Delta Alaska Terminals in Vancouver as its No.1 and in 1980 became the Seattle & North Coast 51. Never operating on the S&NC, it was leased briefly to the Port of Tacoma and then to Publishers Paper Co., of Oregon, before finding its way in 1982 to Sacramento. Trackwork is progressing, as three timber trestles have been replaced by steel pilings, much of the 65-lb. rail has been replaced with 90-lb., and the entire line has been reballasted.

Passenger equipment and locomotive acquisitions for the dinner train are the big news, however. The NVRR has purchased five FPA4s (6760, 6775, 6785, 6787 and 6790) from VIA Rail Canada. They should begin arriving sometime around early December. The NVRR was also the successful bidder on four New Jersey Transit E8s, the 4305, 4325, 4327 and 4330, (former PRR 5702A, PRR 5798A, IC 4023, and SR 6914, respectively). They were still on NJT property as of late October. A final paint scheme is still under consideration, although, locomotives and rolling stock may ultimately wear a deep red or burgundy.



CHARLES HERAVER
JOHN MONHOFF

THE WISCONSIN CENTRAL is using exotic power. Witness GP30s 703 and 707 (on Alco trucks) with GP35 723 lugging freight on Byron Hill near Hamilton, Wis., on opening day, October 11, 1987.

THE NAPA VALLEY RAILRAOD is using Baldwin DS4-4-660 on work trains. The 51 is rolling north with five loads of track materials near St. Helena, Calif., on September 15, 1987.

TOM SAVIO

THE LAST LOG TRAIN on Weyerhauser's line at Springfield, Ore., ran on September 3, 1987. The special train of two GE 70-tonners and a wooden caboose posed for a final photo this day.

DAVID SMETKO

WELCOME BACK ILLINOIS CENTRAL black on GP38 3100 and GP40 9619 on an inspection train at Homewood, Ill., on October 31, 1987. This is the proposed black and white livery for the "new" ICRR.

A trainset is also materializing. The NVRR has purchased the entire Rio Grande "Ski Train" of ex-Northern Pacific heavyweight cars. In early October, they were delivered to Solano Rail Car in Oroville, Calif., (page 74) where many will be reworked into a diner or a lounge configuration. Operating schedules for the spring are still being worked out—TOM SAVIO.

THE RIO GRANDE'S SKI TRAIN As the Napa Valley folks have purchase the D&RGW's traditional "Ski Train" cars, new equipment for the popular Denver-Winter Park seasonal train is on the way. They have purchased 17 ex-Canadian National *Tempo* cars, best remembered for being pulled by a small fleet of HEP-equipped CN RS18s in a unique red and gray livery. These 1968 cars, built by Hawker Siddley Canada, Ltd., were among the first North American passenger cars designed for HEP and utilizing inside bearing trucks with outboard disc brakes.

The cars will be moved two to three a time on Amtrak trains beginning in November 1987. The aluminum cars will be have some minor work done and will be repainted Grande gold and black. Included in the set will be a number of club cars and buffet-lounges, as food service may be added. At present, plans are for the Ski Train to run about twelve cars. Because the new cars require HEP, Anschutz is replacing the steam generator in car 253 (a former Alco PB, now on Blomberg trucks) with a HEP-unit. The work will be done at subsidiary Denver Rail Car Company in Denver.

The Ski Train is operated by Ansco Investment Company, a sub-

sidiary of Anschutz Corporation, which also owns the D&RGW. The train has been a tradition and is the last privately owned, regularly scheduled, common carrier passenger service left in the U.S. The 1988 season trains will run from January 2 through March or April, depending on snow. They run weekends only, departing Denver Union Station 7:30 a.m. and arriving at Winter Park at 9:45 a.m. After being turned, the trains depart Winter Park at 4:15 p.m. and arrive back at Denver 6:15 p.m. The new cars will allow faster running times than before, as the Rio Grande wouldn't run the previous train over 30 m.p.h. This large investment in equipment confirms Anschutz' commitment to keeping the train running. Craig Meis of Ansco says "This train is a one of a kind—and uniquely Colorado." This season promises to be better than ever.

VIA RAIL CANADA Canada's national passenger carrier has purchased its first switch engines in the form of Inland Steel SW1000s 115-118. The EMD units, renumbered 200-203, were repainted before shipment into VIA's gray and yellow used on the LRCs and F40s. The four were moved together from Chicago on the GTW on October 3, 1987 (page 4). They will be used at VIA's facilities at Mimico, Ontario, and Point St. Charles, Quebec.

THE VALLEY RAILROAD Connecticut's Valley Railroad recently repainted their 44-tonner into the New Haven's "hunter green and warm orange" (page 74) and renumbered it New Haven-style "0800." Although it is identical in appearance to an NH unit, the 0800 carries the Valley Railroad script herald on the cab sides and is not intended to be a New Haven restoration. The little centercab was built for the Long Island in 1950 as their 400. It was sold in 1965 to a private owner who moved it to the Black River & Western as 400, and in 1969 he moved it to Essex, Conn., as Valley Railroad 400.

ICG TO BECOME INDEPENDENT IC industries plans to "spin off" the Illinois Central Gulf Railroad to its stockholders. Current IC Industries stockholders will receive shares in the newly independent railway as a dividend via a "still to be determined" formula. If the Internal Revenue Service gives a favorable tax ruling, the 3000-mile ICG will be traded in the over-the-counter market or become listed on a stock exchange.

At the time IC Industries was formed, the ICG was a 9600-mile railroad. Many lines of the former Illinois Central and the Gulf, Mobile & Ohio Railroads have been sold off to new regional carriers or abandoned. IC Industries has not been able to find a buyer for the remaining core system and thus has decided its stockholders would get the highest value from a stock spin-off. ICI will concentrate its efforts on its multi-billion dollar consumer products, food and industrial subsidiaries. As for the newly independent rail system, its name will be changed to Illinois Central Railroad, which is rather appropriate since most of the GM&O lines which added the "G" to the name in the 1972 merger are now gone—WALTER APPEL.

SPRINGFIELD TERMINAL SD45S In September 1987 Guilford's Springfield Terminal purchased 15 high-nose SD45s from Norfolk Southern. Ten are former N&W (1712, 19, 20, 35, 53, 58, 71, 79, 1801 and 1811), which will be renumbered ST 675-684, respectively, and five are former Southern (3151, 52, 54, 65 and 66), which will be ST 685-689. The 20-cylinder power started arriving in early October, and as of November, five had been painted "Big G" orange and gray.

In September, the Springfield Terminal purchased the Delaware & Hudson, making the entire Guilford System now operated by ST.

UNION PACIFIC 3985 America's favorite Challenger was used in the filming a Buick commercial on October 9, 1987, when the 4-6-6-4, five UP hoppers and a caboose made morning and an afternoon runs near Borie on Sherman Hill. For desired lighting angles, the locomotive was facing west for morning action, and it was then run back to Cheyenne and turned for the afternoon session. About two dozen runbys were made in all at Borie. Railfans and onlookers were kept away from the actual filming site by security officers.

"The five cars were enough to let us put on a good show working uphill, but in the afternoon they wanted the same thing with us running downhill," observed UP's Steve Lee. "We ended up tying down the handbrakes on the hoppers, which worked pretty well. But backing uphill with those handbrakes on was where we really put on the show." Bet you don't see that in the commercial.

C&NW 1385 As part of Mid-Continent Railway Museum's "Fall Color Weekend '87" on October 11, their Chicago & North Western 4-6-0 1385 was joined by C&NW GP7 1518, the world's first Geep, borrowed from the Illinois Railway Museum for the event. Over 5000 people rode the trains that weekend. Unlike IRM, Mid-Continent does not normally run diesels.

On October 31 and November 1, the Brodhead Historical Society, Jaycees and Lion's Club sponsored three trips each day from Brodhead to Monroe, Wisc., and return, over the Wisconsin & Calumet Railroad with the 1385. The nine-car train was assisted by W&C GP7 616 for the 1.5% climb to Monroe. With no turning facilities, 1385 ran tender-first back to Brodhead.

KIAMICHI RAILROAD Since July 1987, the Kiamichi Railroad (not Kiamichi *Valley* as reported in the November '87 R&R) has been operating 228 miles of the 7th and 8th Subdivisions of BN's Tulsa Division. Local fans know it as the Ardmore & Arkinda, Arthur and Ft. Smith Subdivisions of the Frisco Central Division. Headquarters are in Hugo, Oklahoma, and operations are based out of the former-Frisco yard there.

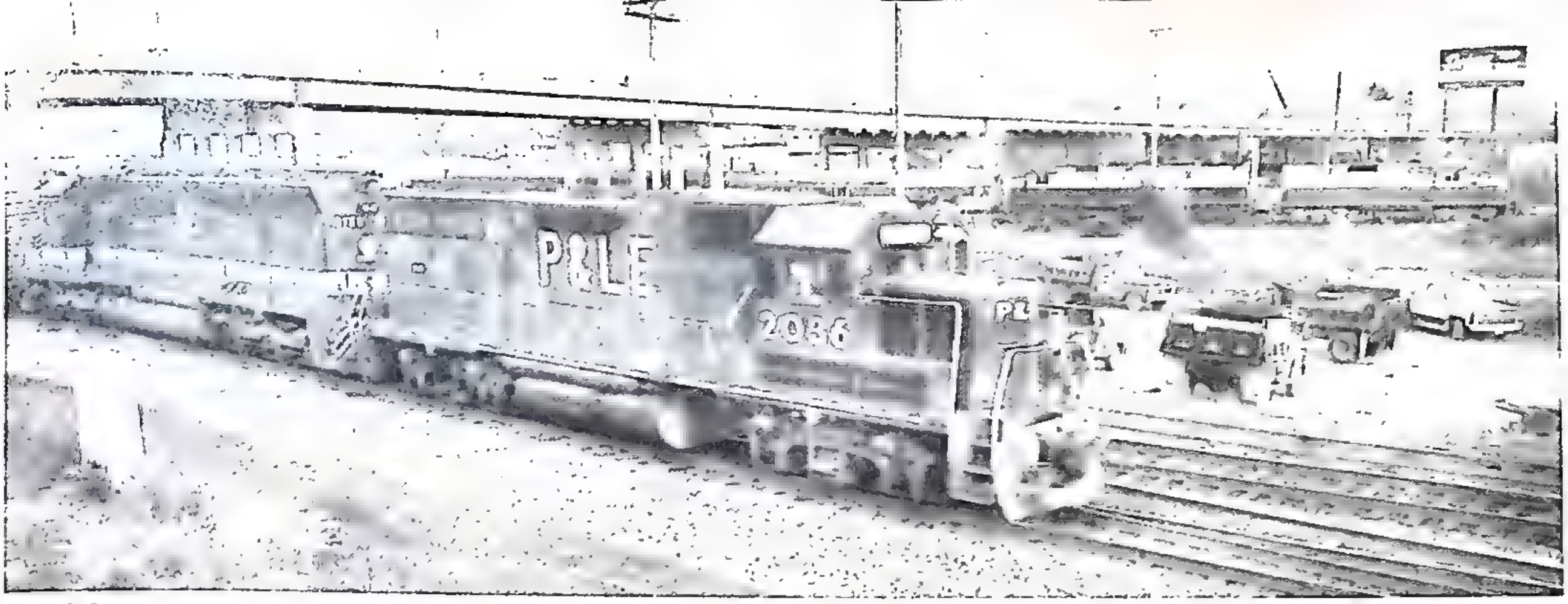
Presently, seven locomotives are being used: three GP9s, 901-903 (former C&O 6210, BN 1941 and WM 5933, respectively) and four GP35m's, 3801-3804 (former MP 2600, 2604, 2607 and 2617, respectively.) The GP9s were "chop-nosed" at Wilson Railway Supply of Des Moines, Iowa, and the GP35m's were deturbocharged in 1980 by the MP and fitted with 645 power assemblies, making them the equivalent of a GP38 (in fact, the Kiamichi calls them "GP38s"). The Kiamichi plans on building an enginehouse for heavy maintenance (they now have only a small fueling facility) and finding a site in Hugo for their offices, which are presently in the Federal Building. Also a priority is rehabilitating the 5-10 m.p.h. track from Hugo to Antlers—BOB THOMPSON.

SEABOARD SYSTEM SD50S On the weekend of October 2-4, 1987, the L&N Historical Society held its annual convention in Corbin, Kentucky. Along with the normal banquet and swap meet held during such events, CSX offered a tour of the new enginehouse at Corbin and a night photo session at the north end of the yard at the crossing of the "High Line" (the former-L&N Cincinnati-Knoxville main line) and the Cumberland Valley Subdivision. The overhead train consisted of three SD50s with a 72-car coal train bound for Gary, Indiana. Posing underneath was a six-unit set SD50s from the enginehouse. Garland McKee and Dave Oroszi supplied the flash, while the whole affair was coordinated by L&NHS Director Ron Flanary; you can see the impressive results on page 74. The L&NHS was very grateful for the hospitality of CSX Transportation, due in a large part to the efforts of the L&N's veteran public relations chief Charles Castner, who will be retiring from CSX at the end of 1987 and turning is attention to rail history projects around Louisville.

A new enginehouse has been built at Corbin, replacing the steam backshop and small service area. The "barn" itself is a seven-track affair with a two-track, eight-spot service area for sand and fuel, similar to the Seaboard facility in Waycross, Georgia. Corbin is considered the west end of the coalfields, while Huntington, W.Va., is the east. The new Corbin facility will be responsible for maintenance on over 600 locomotives, although major repairs will still be done at Huntington.

RUNAWAY ON THE BURLINGTON NORTHERN At 12:01 a.m. on November 1, 1987, Montana Rail Link took over operation of the Burlington Northern's former-Northern Pacific main line from Huntley, Montana, to Sandpoint, Idaho. At that hour, members of the United Transportation Union went on strike against the BN in Washington, Idaho and Montana in protest of the action. Within a couple of hours a federal judge in Kansas City issued a restraining order and the BN employees went back to work.

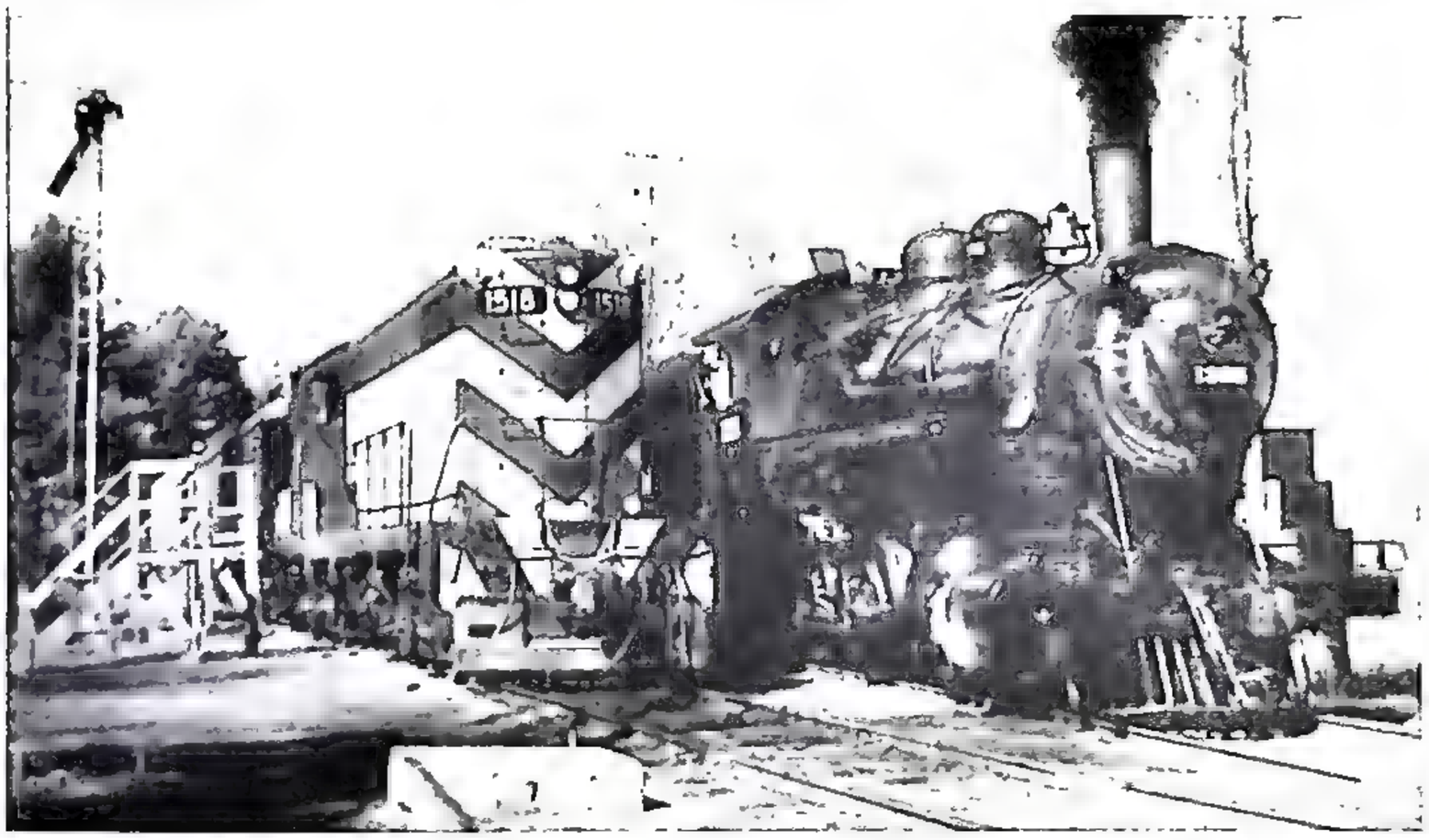
However, sometime during the early morning hours of November 1, a three-unit road set was uncoupled from its train in Livingston, Montana. The trio (SD40-2 6377 and LMX B39-8s 8503 and 8540),



J.J. YOUNG, JR

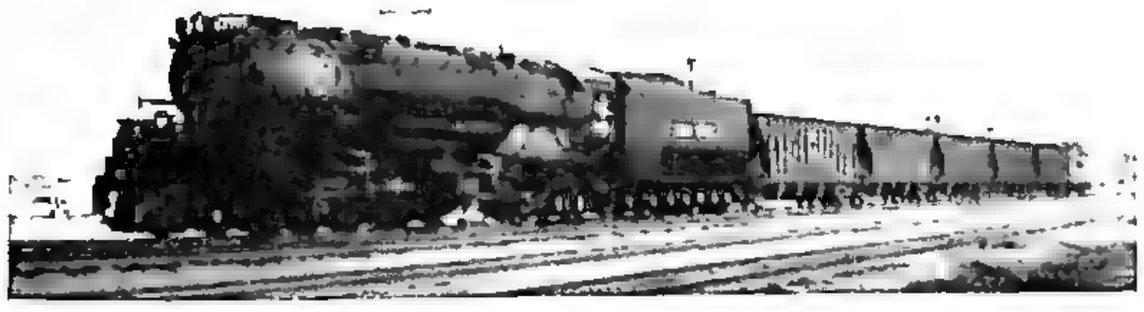
WILLIAM RAIA

SPRINGFIELD TERMINAL SD45S are a reality as 15 were purchased from NS. Southern 3166 trails P&LE GP38 2036 into Binghamton, N.Y., on October 24, 1987. The 3166 will become ST 689, the highest number of the group. In the background, the NYS&W is preparing for a run to Jamesville, N.Y., with a college football crowd.



C&NW 1385 and GP7 1518 made a side-by-side appearance at Mid-Continent Railway Museum (left) on October 11, during their Fall Color Weekend '87. The 4-6-0 also ran trips from Brodhead to Monroe, Wisc., with nine cars, as seen (below) at Monroe on October 31. Wisconsin & Calumet GP7 616 assisted on the 1.5% climb into Monroe.

THOMAS P CHEESBOROUGH



UNION PACIFIC 3985 paused at Cheyenne with a train assembled for a Buick commercial being filmed at Borie, Wyo., October 9, 1987.

STEVE BROWN

with no crew on board, headed west out of Livingston in Run-8, climbed over Bozeman Pass and started down the 1.9% grade on the other side at an estimated 80 m.p.h. On 35 m.p.h. track, the units overturned on a curve near I-90 about 14 miles west of Livingston. The damage is estimated at between $3 and $6 million. The locomotives were on freight 91 out of Houston, Texas, which was waiting at Livingston to continue west as the first train out of there operated by Montana Rail Link.

There is an aspect of this story that reads like pulp fiction out of an old *Railroad* Magazine. A trespasser aboard the trailing unit was injured in the wreck. Fifty-five year old Allen Eadie had just been released from prison in Georgia and was "hoboing" his way to the Pacific Northwest. He was apparently asleep in that third unit when the engines were uncoupled and turned loose. He suffered two broken legs in the wreck. Though he is being held for questioning, the FBI is investigating the incident as strike-related sabotage. The BN is offering a $10,000 reward for information leading to the conviction of the people or person involved.

Montana Rail Link took over operation of the former-NP line using non-union crews and 54 leased BN locomotives (SD40s, GP9s and SW1200s) which they are negotiating to purchase.

BOMBARDIER BUYS BUDD DESIGNS With the addition of the Budd Company passenger car designs, Bombardier now owns an estimated 85% of the plans for subway, commuter and long distance rail cars used in the United States. Budd, a unit of West Germany's Thyssen, has sold the designs to Bombardier, along with the tooling and related production equipment formerly used in the well-known Philadelphia Red Lion works.

Bombardier is currently producing commuter cars for New Jersey Transit, Boston and New York using the Pullman Standard designs acquired last year. It appears the BBD assembly plant in Barre, Vermont, is the last production facility in the U.S.A. building passenger cars to designs originating in North America—WALTER APPEL.

Grain Gathering in North

A 10,000-ton unit train behind modern power going along on ribbonrail laid on a well-ballasted roadbed at 30 to 40 m.p.h.

It's a BN coal train in Nebraska or Wyoming, right?

Wrong. A C&NW branch line run in northwest Iowa.

As recently as a decade ago such a renaissance of northwest Iowa's grain-gathering network would have seemed impossible. Burdened by years of deferred maintenance (caused in part by the financial weakness of the Chicago & North Western, the Milwaukee Road and the Rock Island), Iowa's railway network by 1980 had become so decrepit that about 30% of the state's mileage was limited to 25 m.p.h. or less.

Beginning in the late 1960s, the problem of branch line deterioration was exacerbated by the construction of high capacity grain elevators. In place of the 50-ton boxcars loading grain at small (30,000 to 50,000 bushel) elevators, the railways were now asked to haul 100-ton hoppers from giant granaries that measured their capacities in hundreds of thousands of bushels, and were capable of generating unit trains of 75 or more hoppers.

After the North Western absorbed the Chicago Great Western in 1968, the liquidation of the RI and the drastic "downsizing" of the Milwaukee in 1980 put rail service to many of these shippers in serious jeopardy. Since that time, however, by abandoning lightly-used lines, by acquiring branches from its erstwhile competitors and by continuing to cooperate with governments and shippers to renovate its lines, the C&NW has been able to put together a system of just over 650 miles (plus 41 miles of trackage rights over the ex-Milwaukee Soo Line branch between Emmetsburg and Hartley) serving 18 counties located north of its main line and west of the ex-RI "Spine Line" between Minneapolis and Des Moines. Part of the Central Division headquartered at Boone, the farmland served by these branches is so productive that of the state's 99 counties, these 18 produce more than a third of all the rail tonnage originating in Iowa.

With at least 60 giant elevators with a collective capacity of more that 115,000,000 bushels on line, the C&NW's branch network in northwest Iowa is linked to the main line at Ames and Grand Junction and with the Spine Line at Mason City.

Railfanning the branches

While rehabilitation projects have raised rail speed limits and made chasing the North Western branches more difficult, a superb network of county roads makes it possible. Interesting motive power in attractive settings on lines acquired since 1960 from the estates of four carriers makes it worthwhile. Through power on these lines is usually one of the 35 GP38-2s (4600-34) ordered by the Rock Island in 1979 and subsequently delivered to the C&NW.

Adding to the railfan interest potential of the area is the fact that many of the elevators have their own switchers. Because rates are lower if shipments are made in "units" of 25 loaded hoppers or more, grain is seldom handled in single car lots today. For that reason, most of the large elevators now have small storage yards that allow enough cars to be accumulated to qualify for the reduced rates. To handle switching between runs, at least five of the elevators along the C&NW in northwest Iowa (Algona, Belmond, Big Six at Burt, Eagle Grove and Lakota) have locomotives. Many of the rest have Whiting "Trackmobiles." We have found that if properly requested, permission to photograph these units is usually forthcoming.

Despite the fact that Iowa, not to mention much of the rest of the Midwest, is often stereotyped as flat, featureless country devoid of interesting

THE HARVEST brings out the GP38-2s. A heavy tractor is working a field near Ottosen as C&NW GP38-2s head toward Estherville on the ex-RI West Bend Subdivision. The 4620 (top) is on former-Milwaukee track at Marathon. On August 6, 1987, an Alco HH660 of unknown origin (right) was working the Big Six elevator on the branch north of Burt.

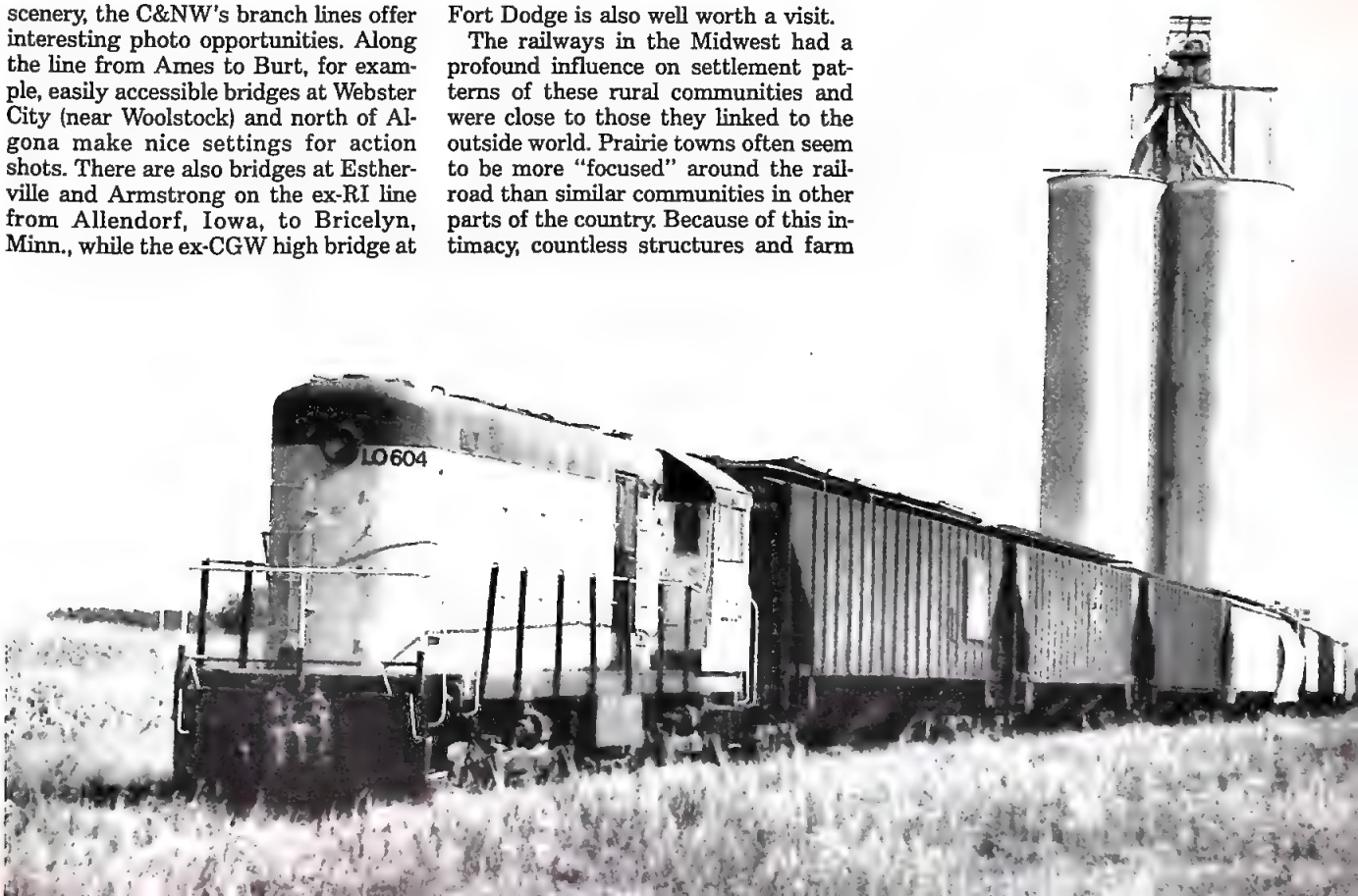
Western Iowa

by Charles Bohi

PHOTOGRAPHY CHARLES BOHI

scenery, the C&NW's branch lines offer interesting photo opportunities. Along the line from Ames to Burt, for example, easily accessible bridges at Webster City (near Woolstock) and north of Algona make nice settings for action shots. There are also bridges at Estherville and Armstrong on the ex-RI line from Allendorf, Iowa, to Bricelyn, Minn., while the ex-CGW high bridge at Fort Dodge is also well worth a visit.

The railways in the Midwest had a profound influence on settlement patterns of these rural communities and were close to those they linked to the outside world. Prairie towns often seem to be more "focused" around the railroad than similar communities in other parts of the country. Because of this intimacy, countless structures and farm



operations offer many chances to put trains into a photographic setting with the area they serve.

Five systems into one

For railfan-historians interested in "fallen flags," the C&NW branches represent a classic example of fitting pieces of trackage that were once part of five systems into an efficient railway network. Somewhat surprisingly perhaps, 41% (268 miles) of the lines now operated by the C&NW in northwest Iowa were acquired as a result of the RI's liquidation. The C&NW assumed operation of these RI "bow and arrow" branch lines north of Iowa Falls in 1980 and then acquired the properties outright in 1983.

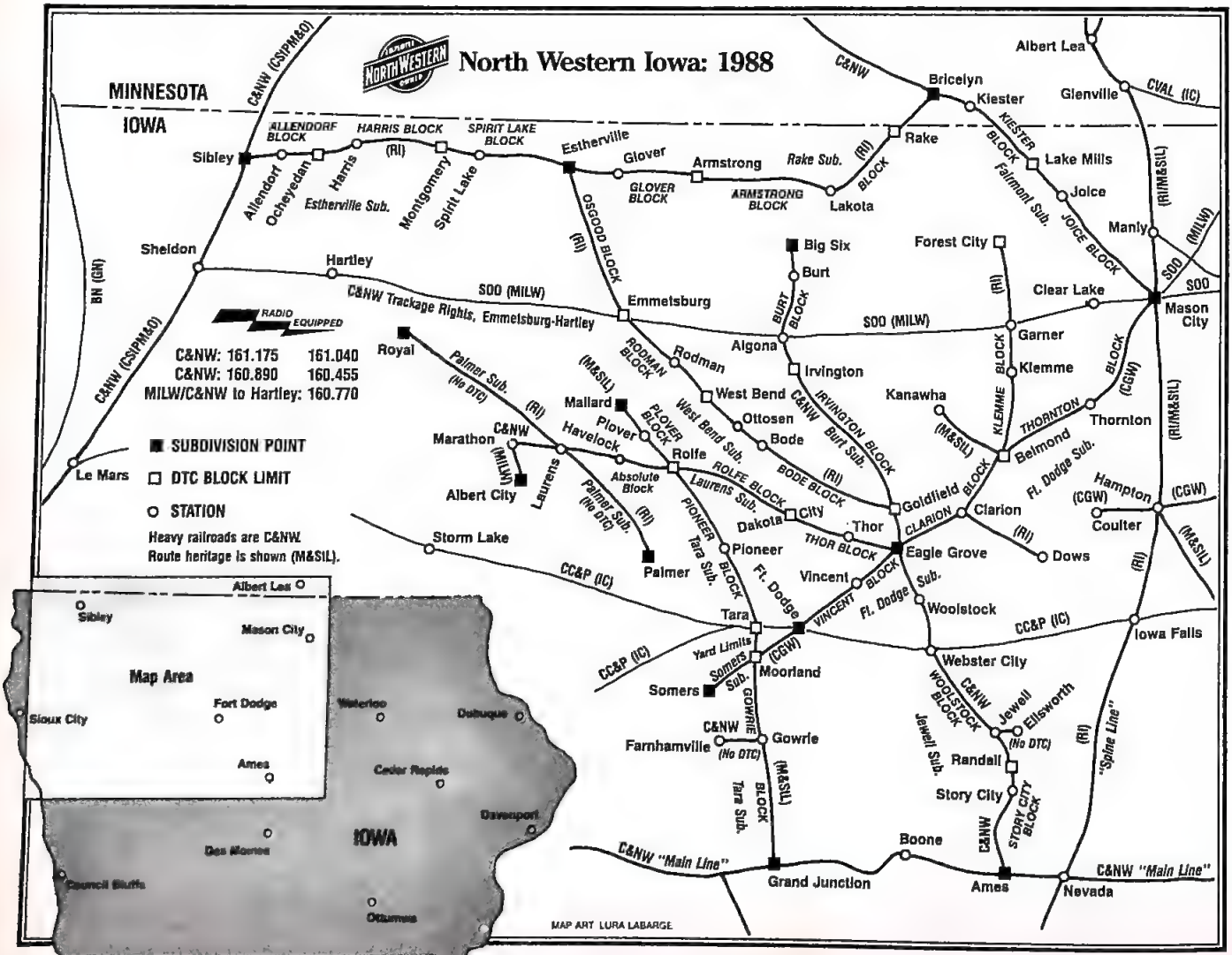
Only 32% (210 miles) of the C&NW's northwest Iowa grain system was built by the company or its own predecessors as part of a once sizable system largely built before 1900. The lines from Ames to Burt and Bricelyn to Mason City not only serve large elevators but also provide links to the rest of the C&NW.

Former Chicago Great Western trackage, acquired when it was merged with the C&NW in 1968, makes up 13% (87 miles) of the grain network. A remnant of the former-CGW main from Hayfield, Minn., to Omaha, Neb., is now an important lateral line linking Mason City with Fort Dodge. This line made it possible to abandon many branches while preserving the profitable bits and pieces of ex-RI and M&StL lines northeast of Eagle Grove.

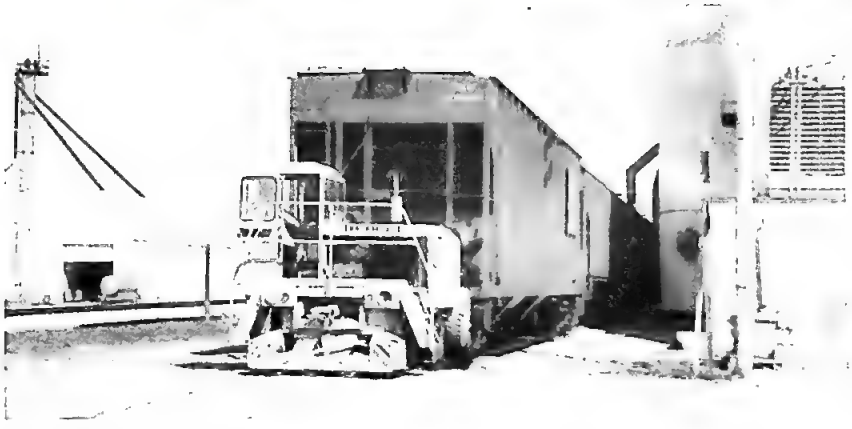
Though the 81 miles of former Minneapolis & St. Louis line acquired through merger in 1960 makes up only 13% of the C&NW grain network, the 60 miles from Grand Junction to Rolfe are critically important. Not only are former C&NW, RI and M&StL branches operated via Rolfe, but so is a five-mile piece of Milwaukee Road line that serves the 8,500,000 bushel elevator at Albert City is, as well. Though rehabilitation programs have caused many of the distinctive structures and hardware (like the Milwaukee's unique fishtail switch stands) to be replaced by standard C&NW issue equipment, the fact remains that these lines have an interesting history.

Train operations

Serving an agricultural area, train operation on the C&NW's grain network can change greatly from month to month, season to season and year to year. In 1980 when exports were good, for example, 16 pool crews were needed at Eagle Grove to move the traffic. In August 1987, only three crews were assigned. Even so, plenty of action remains.



Out of Eagle Grove, a train will generally be run on at least one of the branch lines every day, in addition to an Ames Job that usually gets out in the early morning. At Estherville, the wayfreight crew generally goes to work at 8:00 every weekday morning to serve the former-RI lines radiating out of that



THE "AMES JOB" rolled through a handsome bridge (top) at Woolstock on August 4, 1987. The 4627 (below) has a West Bend Subdivision job bound for Estherville at Hardy. A Trackmobile was loading cars (right) at the Havelock elevator.

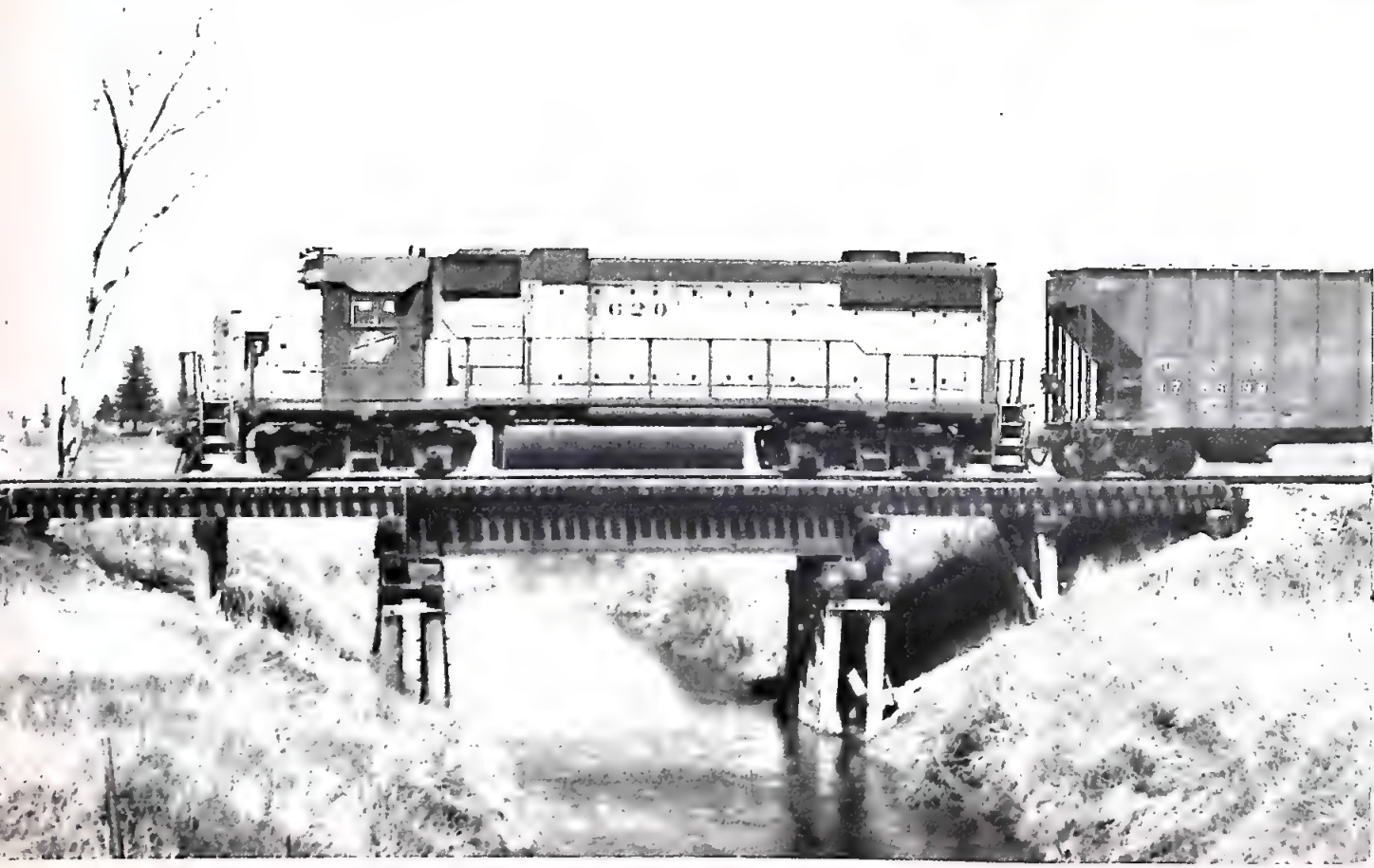
former-Rock division point. From Grand Junction, a Fort Dodge crew will take a train north to Rolfe most mornings. Cars brought by this train intended for granaries west of Rolfe are handled by an Eagle Grove crew that is bussed out. Sometimes power will be split, and the Ft. Dodge crew will work the ex-M&StL line out of Rolfe while the Eagle Grove crew services the branches west of that junction.

Despite the good traffic, getting information on specific movements can be difficult because so few rail employees remain. Operators are located at Boone and Eagle Grove, but because of recent changes they are very busy. When MofW employees can be found, they are a good source of information.

A radio scanner is very helpful because the C&NW now operates many of its branches under a system of radio dispatching known as Direct Traffic Control. Under this system, trackage is divided into "blocks" (see map) that are often identified in radio transmissions along with locomotive number and direction. Though trains receive orders at their initial terminals, they call for permission when they are ready to enter a new block. In addition, trains will "release" blocks by radio when they leave them. If a job has switching to do in a given block, they will request "time and work authority" in the blocks involved. While the initial request from the train is often inaudible, the dispatcher's reply from Boone can generally be heard loud-and-clear along all these branches.

Because of the implementation of the Direct Traffic Control system, the radio frequencies are in somewhat of a state of flux at this point. However, when I chased these lines in August 1987 the

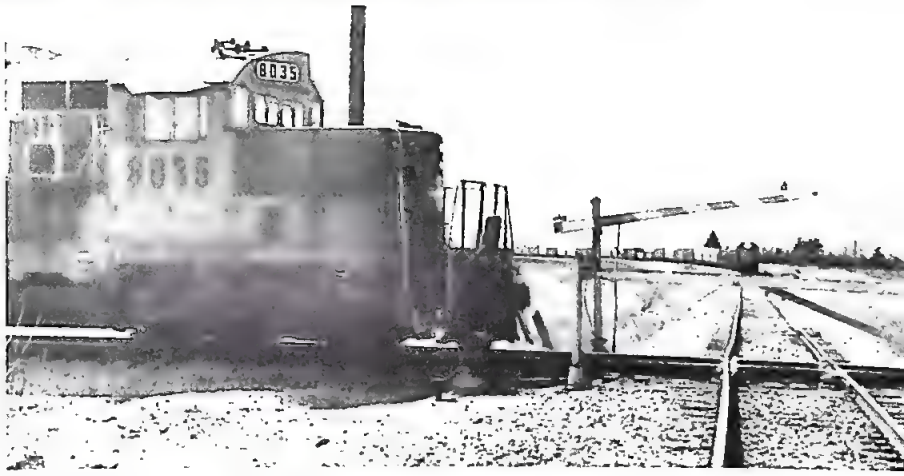
THE EX-ROCK ISLAND Rake Subdivision crosses the East Fork of the Des Moines River **(right)** at Armstrong on a picturesque bridge. GP38-2 4620 **(below)** was headed west out of Havelock on April 23, 1987. Ex-IC Geep 8035 **(right center)** is on a Chicago Central & Pacific westbound crossing the former M&StL at Tara. Unit grain trains have created a need for storage yards like the one at Havelock **(bottom right)**.



following seem to prevail: The most common frequency for branch dispatching was 161.175 MHz. 161.040 MHz was heavily used by the "North Dispatcher" in controlling trains along the Spine Line south of Mason City. 160.890 MHz was used for main line radio traffic. 160.455 MHz is assigned to C&NW, though I did not hear many transmissions on it.

If you are planning to visit the area, a superb map showing the state and county roads, as well as the railways, is available free from the Iowa Department of Transportation, 800 Lincoln Way, Ames, IA 50010.

Like many agricultural branch lines, the C&NW system in northwest Iowa is a light density operation that sees great fluctuations in traffic. Given past massive abandonments and the adverse impact of the agricultural depression of recent years, no branch line in "granger country" can be said to be truly secure. Indeed, if present C&NW abandonment proposals are implemented, 43 miles between Superior and Sibley, 35 miles between Eagle Grove and Rolfe, and 27 miles between Palmer and Laurens will come up. Nevertheless, the C&NW grain branches in northwest Iowa should continue to offer the chance to see rural railroading at its best.



JIM EHERNBERGER

Greyhounds of the Overland Trail

by Ross B. Grenard

The era of the two-tone gray passenger engine on the Union Pacific was but a brief interlude in its long and highly individualistic motive power saga. It lasted officially but six years, and yet there adheres to it a legend and a mystique unlike any other in the railroad's past. For it was like Arthurian Camelot "... one bright and shining hour" for both its locomotives and the passenger trains which were their reason for existence.

Small wonder then that the announcement of Omaha's intention to restore 4-8-4 8444, the last operational survivor of that era, to the gray livery was greeted with a standing ovation when announced last August at the Union Pacific Historical Society's convention. Thanks be to Chairman Drew Lewis, President Michael Walsh and Operations Executive V.P. Jerry Davis, whose sense of history made it possible. But most especially thanks to Steve Lee, Manager Train Operating Practices, and to his associates at Cheyenne whose efforts have made possible again the physical embodiment of a legend.

While the ratio of UP fans who can personally recall those days is probably low when compared to the total now residing throughout the world, it is comforting to know that a completely new generation will be able to experience live and in Imron polyurethane paint a most visible symbol of the day when grandeur was very much a part of the passenger business.

The genesis of this livery came about in 1946 as a part of the image which the railroad sought to project for the accelerated passenger schedules which were to become effective on June 2 of that year. Since daily "Streamliner" service to the West Coast was a year away (and post-war equipment deliveries at least three), the railroad concentrated on using existing equipment to upgrade the *Los Angeles Limited* and *Overland Limited*; to commence operation of a *City of St. Louis* to link its namesake, Kansas City and Denver to Los Angeles, the Bay Area and the Northwest on an expedited schedule; and to operate a new train, the *Transcon*, to handle the UP's share of the new through Pullmans from New York to Los Angeles. Schedule time on the two West Coast limiteds went from 60 to 48 hours overall, and the other trains had their schedules restored to those which existed before World War II—and in some cases bettered.

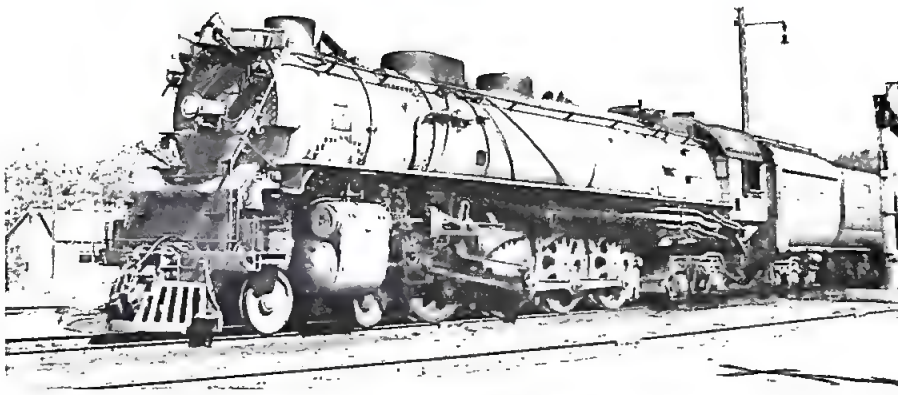
An interesting aspect of the new *City of St. Louis* operation was the use of steam on a regular basis from Denver to Cheyenne, where it officially terminated after handing off its cars to the West Coast trains. This arrangement, which lasted until 1951, allowed more time for its diesels (E3s, E6s and E7s) to be serviced at Denver.

What was unique about these new services was that their paint scheme was neither the Pullman Green of prewar nor the Armour Yellow of the "Streamliners," but rather a handsome and distinguished two-tone gray formally introduced to the Overland Route by the "*American*" and "*Imperial*" series Pullmans in 1942. Having already proven near indispensable in coping with the monumental passenger loads of the war years, they would now serve as the nucleus of a new equipment pool involving three railroads (UP, SP and C&NW) and encompassing both the lightweight coaches, diners and head-end cars constructed in 1937 and 1941 for the *Challengers* and an armada of rebuilt, upgraded and roller-bearing-equipped heavyweights then rolling out of the car shops in two-tone gray. Eventually nearly all UP passenger equipment, from the humblest combine on a Nebraska branch line to the business cars, would be redone in the new scheme.

To effectively protect these schedules, the UP would rely, as it had in years past and would again in the decade to come, on its steam locomotives—but this time with a difference. For in order to harmonize with their new consists, locomotives would be painted to match. The result was dignified, elegant and highly attractive. Not unlike the corporate image of the Union Pacific itself.

The first locomotive to be repainted (reportedly in May 1946, though this cannot be documented) was FEF-1 4-8-4 809, which went into service on the *City of St. Louis*. Since the 800s would bear the brunt of protecting the new schedules, they were the first engines to be

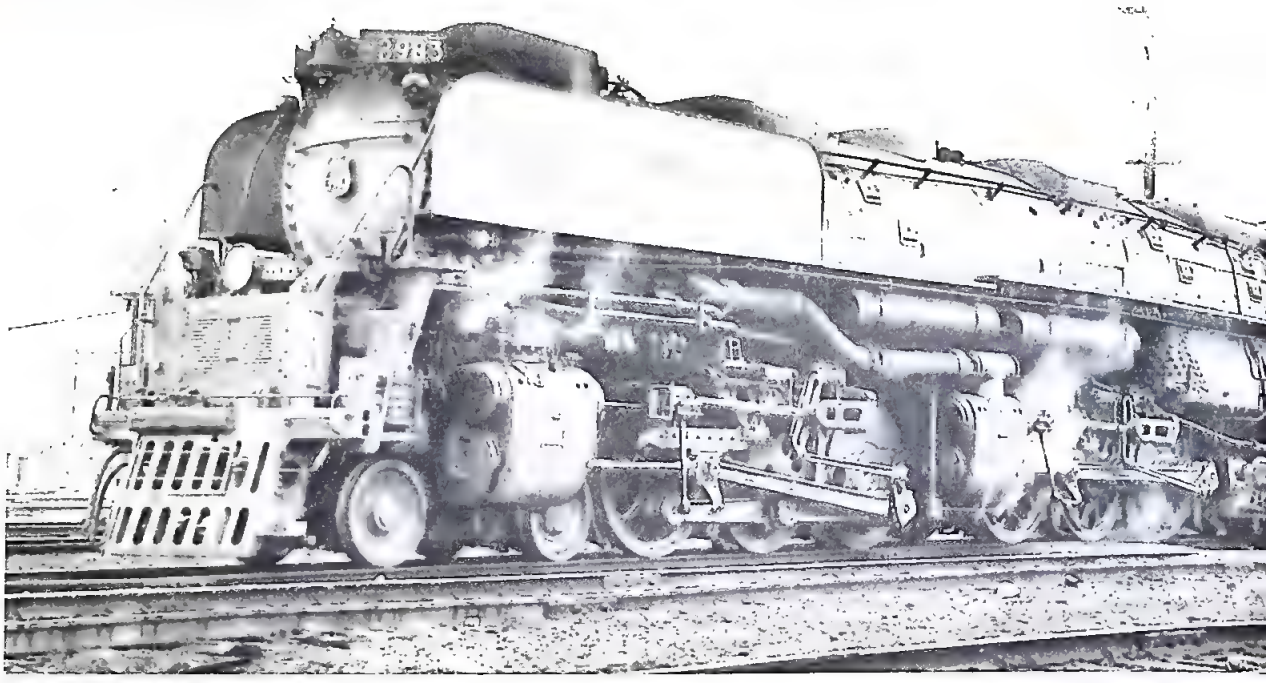
R.H. KINDIG



H.L. KELSO

THE 1987 REPAINT of 8444 has renewed interest in the Union Pacific's gray livery. The 8444 posed for a night photo (left top) at Cheyenne on October 4. Gray paint came before smoke deflectors on the 806 (top), shown at Boise, Idaho, on September 2, 1946, and 831 (below), shown assaulting Sherman Hill that same month and year with 838 on the westbound *Los Angeles Limited*. The 840 was departing L.A. (above) in April 1947 with the eastbound heavyweight *Los Angeles Limited*.

R.H. KINDIG



DON ROBERTS, STAN KISTLER COLLECTION

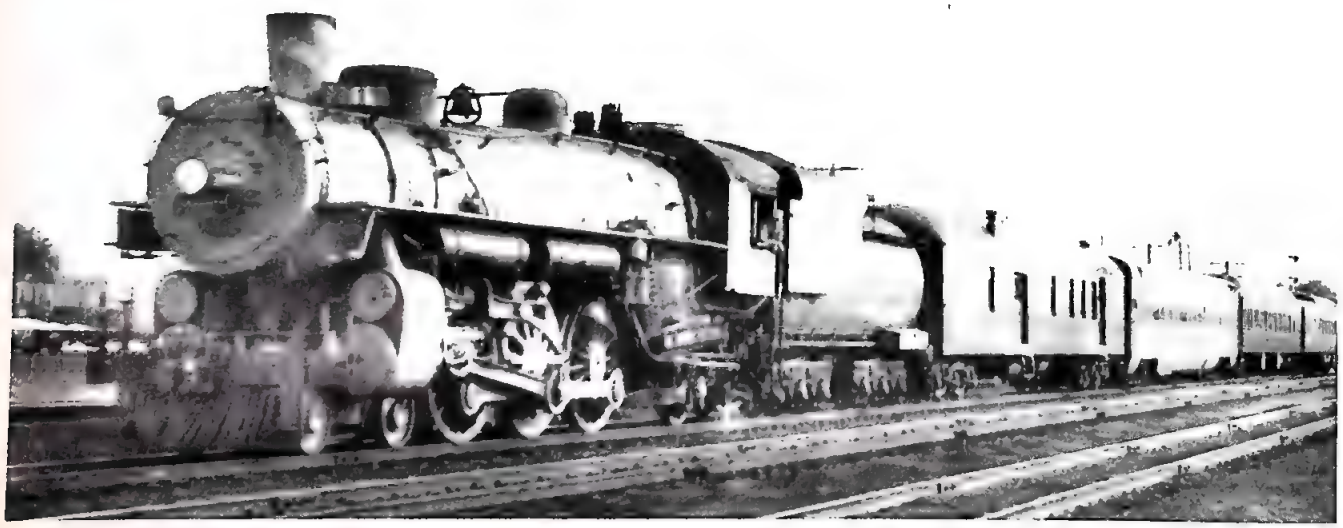
PASSENGER CHALLENGER 3983 was impressive in gray at Albina (Portland), Oregon, on August 4, 1947. The only Eastern District 4-6-2 to get the gray was ex-*'49er* 2906, shown (below) leaving Denver on the *National Parks Special* in 1948. Mountain 7002 (below right) was doubleheaded with gray 4-8-4 809 on the 17-car L.A. section of the *Utahn* at Buford on Sherman Hill on October 20, 1949. The last UP engine to wear the gray was 4-8-2 7035 (above right), at La Salle on the Denver-Cheyenne local on February 19, 1954.

repainted. Almost concurrently, it was decided to convert all 45 of them to oil. The reasons for this were: (1) To ensure that the new passenger service would not be held hostage to the whim of John L. Lewis during the sporadic series of postwar coal strikes which had already caused problems for the UP. (2) To increase the operational range of the engines to Portland and Los Angeles, where hitherto a lack of coaling facilities had precluded their operation. And (3) to enable them to better cope with the faster schedules through elimination of intermediate fuel stops and the cleaning of fires every 100 miles or so. It was also an unsubtle signal to the UP's own miners to mind their manners in the future.

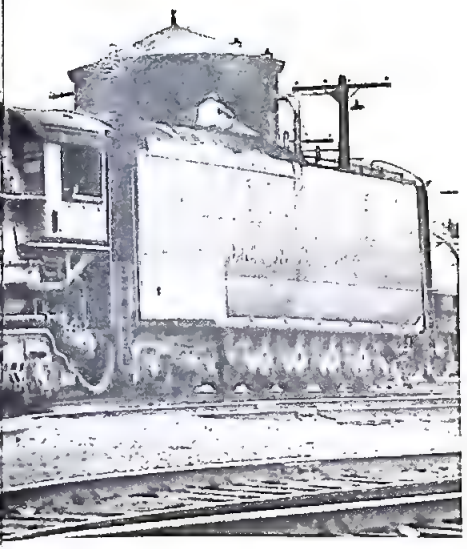
In most cases, the 800s were repainted during the time they were in the shop for the oil conversion, but not always. Dick Kindig and Ron Hill's pictorial opus, *Union Pacific 8444*, shows a September 1946 scene of the 844 after conversion to oil but before repainting functioning as a helper on Sherman Hill with the gray 842, and in *Smoke Along the Columbia*, 805 is shown at Baker, Oregon, already converted to oil but still in basic black. However, no photographs have surfaced to show any of the 4-8-4s in gray while still coal burners. In any event, both of the programs were substantially complete by the end of 1946.

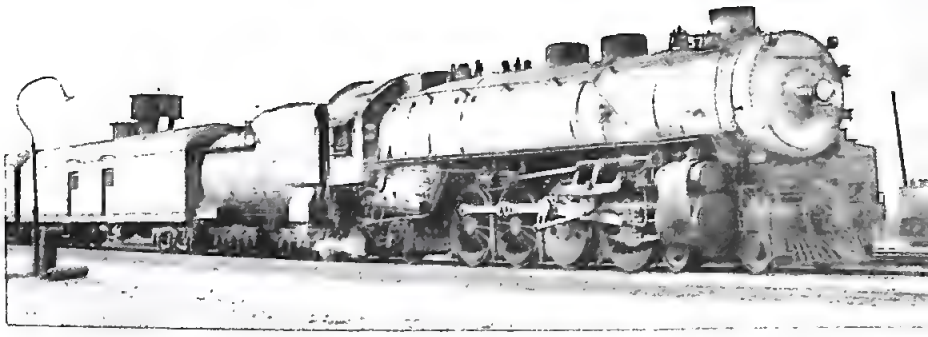
As the last of the 800s were being finished up, work commenced on both larger and smaller power. By December

ROSS B. GRENARD



ROSS B GRENARD





1946, Albina (Portland, Oregon) had completed work on its first gray 4-6-6-4 and was preparing to commence work on the other nine (Challengers 3875-84 were given the gray and converted to oil; they were later renumbered 3708-3717) for use on passenger trains out of Portland to Seattle and Huntington, where their 69″ drivers and 97,000+ pound tractive effort made it possible to eliminate doubleheading. At the same time, gray-painted 4-8-2s and Pacifics were beginning to show up on locals from Kansas City to Yakima, and from Denver to Butte.

Insofar as is known, all 60 of the 7000s and 7800s (4-8-2s) were repainted in late 1946 and early 1947, as were a number of 4-6-2s, most notably those in service on the Idaho and Oregon Divisions, where the UP was possessed of an extensive local passenger business serving such points as Wallace and Victor, Idaho; Walla Walla and Spokane, Washington; and two trains daily to Butte, Montana. Besides this, a reasonably heavy seasonal business was operated to Sun Valley, and to Yellowstone and Grand Teton National parks.

For some reason, only one of the 4-6-2s regularly assigned to the Eastern District, 2906 of *'49er* and roller bearing fame, was given the new livery. It was held for operation on the Denver-Omaha trains and occasionally got in its licks pinch-hitting for ailing diesel units on the *City of Denver*.

Repainting was for the most part performed at the locomotive shops in Omaha, Cheyenne, Denver, Kansas City, Los Angeles, Pocatello and Port-

ROSS B GRENARD

land. The work was generally performed in conjunction with classified repairs or annual inspections. The new paint jobs were quite labor-intensive and required almost three times as much time as it did for a freight locomotive. The intricate nature of the masking, the 1/4" black edging and the other nuances accounted for much of this, as did the nearly 400 feet of striping required on the 800s. It is left to the imagination of the reader as to what was involved in redoing a 4-6-6-4 to these standards. The new image also included chrome cylinder and valve head covers, but photographs indicate that these were not universally applied. Yet in the case of the 800s, some survived the changeover to black in the 1950s, and it

nal 1946 standard (documented on UP Painting Diagram 992 CA 33179, dated 12/26/46 and revised 6/2/49) called for the striping and lettering to be Armour Yellow. (The 844 received this scheme, as sandblasting in 1987 uncovered the yellow striping as the engine was being prepared for repaint.) The two-tone gray *Overland* cars, however, were striped and lettered in Silver Gray. In June 1949, UP's new President A.E. Stoddard ordered a change to Silver Gray lettering on the locomotives. A former train dispatcher, Stoddard believed that the Silver Gray would be easier to read in adverse weather conditions.

The time-consuming nature of the paint scheme, the inflation which accompanied the Korean Conflict, the difficulty of maintaining matched consists, the inability of reduced roundhouse forces to keep the engines in anything resembling pristine condition, and the fact that 800s were, even then, beginning to show up on Nebraska Division freights, all combined to bring the era to an end in the spring of 1952. For at that time an order went out to begin painting the passenger locomotives black, and to standardize on Armour Yellow for all passenger equipment, streamlined or not.

It was perhaps just as well, for the Overland Route partners had never really committed themselves to the schemes, and the North Western pleaded poverty whenever the subject was mentioned. As a consequence, one might see transcontinental trains rolling across Wyoming with "800" diners or coaches dressed in a variety of hues. Perhaps the most discordant consist was that of the summer season *National Parks Special* to Denver. It was often seen rolling into the Mile High City behind a gray 800 with UP cars in both gray and yellow and Pullmans of every shade from Pennsy Tuscan to ACL purple.

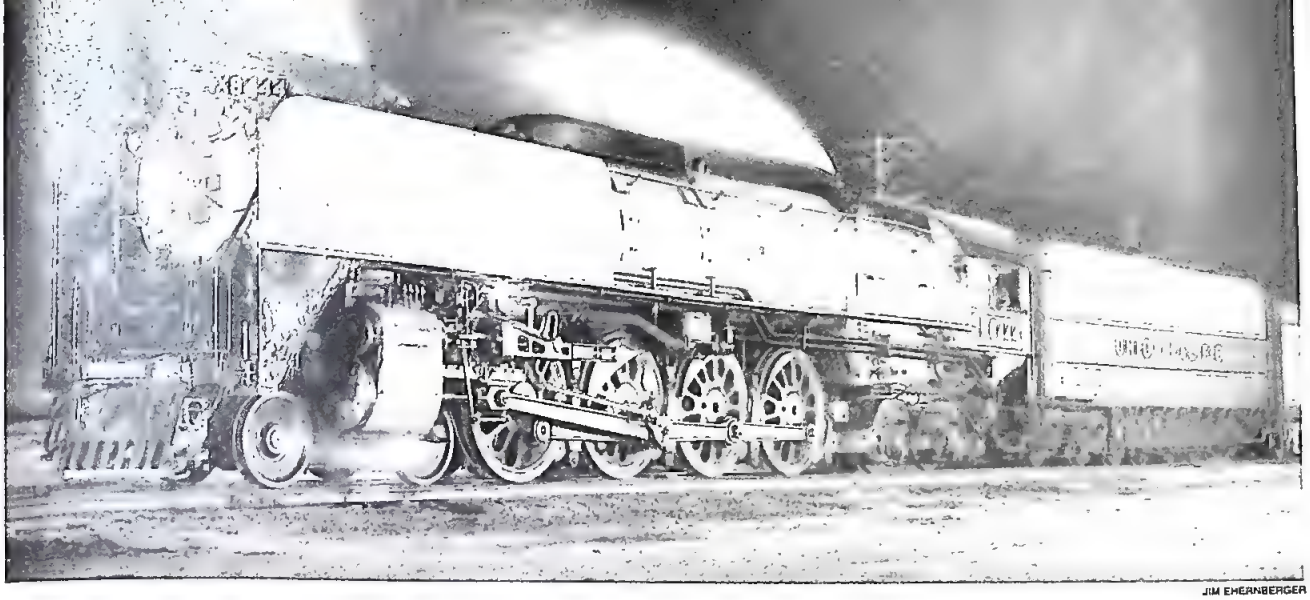
The first of the gray locomotives to revert to black were the Challengers, ironically in 1950 when they were sent east during the coal strike-racked part of late 1949 and early '50. The railroad's Condition Report for January shows them operating in freight service out of Denver to Laramie and Cheyenne. They would later return to Portland to power both regular schedules and, during the Korean Conflict, troop trains to Fort Lewis, Washington. But they would never again be repainted in their Greyhound finery.

The same hectic situation was responsible for the transfer of at least one oil-burning 4-6-2, 3221, to the Kansas Division early that year, and for the arrival in Cheyenne for the first time of several 7800s, all still in gray, for use as passenger helpers and for power on the North Platte Valley mixed trains. By this time the 4-8-2s had been largely downgraded from main line passenger service to helper, passenger local and general utility use. Yet it was one of these, 7035, which was fated to be the last of all to serve in gray. For long after all the 800s had been repainted, in February 1954 it remained in service on the

TWO PHOTOS: R.L. BORCHERDING, JIM SEACREST COLLECTION

was not at all unusual in the last days of UP steam to see one in freight service on the Nebraska Division still sporting the chrome cylinder heads.

There were a number of variants in actual practice, largely determined by which shop did the work, how rushed they were overall, and how soon the engine was needed for service. In some cases, graphite was substituted for Locomotive Black in the stack areas, and in other cases the band of dark gray on the tender was repositioned to avoid conflict with tool boxes on the flanks. There is a difference of opinion among experts on UP locomotive practice as whether the original lettering was Silver Gray or Armour Yellow. Research through UP archives and the UP Historical Society by Steve Lee and the Cheyenne crew concluded that the origi-



JIM EHERNBERGER

THE GRAY LIVERY is a little dusty as the 840 rolls eastward through Nebraska in 1950 (left and below). Today the 8444 renews the UP "Greyhound" legend.

Denver-Cheyenne local. Its polished appearance belied the continuing arrival of ever more GP9s to displace steam in all services.

Like so much of Western history, from the Seven Cities of Cibola to the career of William F. Cody, there is an element of legend in the events of that time. Yet the legend is perhaps what we remember best and what we would hand on to those not present on the long platforms at Cheyenne in those days. For what we would remember is not the oil-blemished tender flanks of the 800s, but that they batted back the Nebraska miles regularly at average speeds well above 60 and were proven fully capable of running through from Cheyenne to the Pacific. Not the express cars from converted troop sleepers which more often than not marred the beauty of an all-gray *Overland* doubleheaded on Sherman Hill, but how wonderfully sleek the engines looked right after repainting.

Not the older locomotives standing silently to await the torch, all the more pathetic in their heroic livery, but an all-Pullman *Yellowstone Special* climbing the Continental Divide behind doubleheaded 4-6-2s on a sunny Idaho morning, or Challengers *in excelsus* rolling through the coastal hills of Washington with the majestic sound of their whistles echoing in the fog.

Yes, we will remember these things. For the splendor of that time is such as to resist all but a complete memory loss. Now, as legend again made manifest to the faithful, we can rejoice, be glad and commit the 8444's restored livery to ASA 64 Kodachrome. For 1987 will be remembered not as the year a USRA 4-6-2 was cut up in Blue Island, but the year the setting sun caught the Imron gray flanks of an FEF-3 on Sherman Hill. Death is commonplace. Resurrection begets religion.

NORTH SHORE LINE

It's Been 25 Years

In the autumn of 1961 I enrolled in the photography course at the Layton School of Art in Milwaukee. While my first visits to school were made by car from home in northern Illinois, it became obvious that the easiest way to get to and from Milwaukee would be by train through Chicago. And the options were enough to tempt any red-blooded railfan: Into Chicago on either the North Western out of Dixon or the Burlington out of Oregon (Ill.) and up to Milwaukee on the C&NW, Milwaukee Road or North Shore (not to mention one trip on the Soo Line to Waukesha and a most-inconvenient bus connection into Milwaukee). In spite of bilevel *400s* and *Hiawathas* with full-length domes and Skytop observation cars, however, by far my favorite way to Chicago was the Chicago North Shore & Milwaukee.

Samuel Insull's great interurban, though under constant threat of abandonment, was still living out its glory years. There was hourly service between Chicago and Milwaukee throughout the day, totaling 38 trains every 24 hours on schedules calling for over 2000 daily miles logged at over 60 m.p.h.—not bad for a railroad whose main line was only 85.5 miles long. And, of course, this does not count the numerous turn-around locals and trains on the Mundelein branch. From Chicago and Milwaukee you had your choice of the hourly interurban cars or the five-trips-a-day *Electroliners*, the two articulated four-car streamliners built by St. Louis in 1941. My favorite for getting home on weekends was the 2:00 o'clock afternoon *Electroliner*, which would get me in less than two hours to the Wells & Madison elevated station in downtown Chicago, just a block from the All-Nation Hobby Shop, where I could dally for a half hour before walking a few blocks west to North Western Station and the 5:00 p.m. C&NW *Kate Shelley* for Dixon. Going either way, I never needed to concern myself timetable, for I could catch a North Shore train in the Chicago Loop on the hour—*any* hour—and be in Milwaukee two hours later, or vice versa.

The ride itself was as fascinating as one could imagine for a two-hour trip of less than 100 miles. For a northbound trip, you could clamber up to the downtown elevated tracks that gave Chicago's "Loop" its enduring name and catch a train on Wabash Avenue at Congress, Adams, Madison or Randolph Streets. If you wanted to spend some time watching passenger trains out of Union Station, Grand Central, La Salle Street or Dearborn from the famous Roosevelt Road bridge, you could go to the handy North Shore station at the east end of the bridge and catch a train right out of that southernmost terminal. Although Roosevelt Road was the south end of the line, the North Shore's main station on the Loop was in a building at 223 South Wabash.

Boarding the train in the Loop was a memorable experience, especially on Sunday evening when the sailors were headed back up to Great Lakes Naval Training Station at North Chicago. The swabbies would be herded together like cattle and put on special trains for Great Lakes. The conductors would call, "*MIL*—waukeetrain . . . *MIL*—waukeetrain . . . Civilians only for Nor' Chicago Waukegan Kenosha-RacineaMi'waukee." That last call always came out as one word. It was invariably followed by, "Civilians only; sailors board the next train."

The first miles of a North Shore ride were bizarre, as the heavy steel interurban train (usually two to four cars) would thread its way along the elevated tracks, barely clearing the high level platforms and squealing around the curve at Lake and Wabash high above the street with no visible means of support. After a hard right turn just missing the Lake Street Tower, it was then north on the multi-track elevated toward Howard Street at breakneck speed, skipping all those platforms that slowed the el cars to a stop-and-go pace.

All of this time we would be running

PHOTOGRAPHY JIM BOYD

by Jim Boyd

NORTH SHORE CARS would squeal around the curve at Wabash and Lake (left), departing Chicago on the el. An *Electroliner* zipped over the Milwaukee Road main line (above) south of Milwaukee in 1962. The northbound cars (below) were just north of that bridge.

off outside third rail, but at Howard Street, on the north side of the city, we would head west and pick up the overhead trolley wire between East Prairie Road and the Crawford Avenue station in Skokie. Here was the North Shore's most amazing stunt. While zipping westward at about 40 m.p.h., the trainman would step between the cars and using the retriever rope raise the trolley pole to the wire at speed. They very seldom missed or had to slow down before the third rail ended. This was impressive to watch in daytime, but it was absolutely awesome at night in rain or snow!

After rounding Oakton Curve, the train would be on the main line of the Skokie Valley Route, a "super" railroad built in the late 1920s to bypass the congested "Shore Line" between Evanston and Lake Bluff (the Shore Line was abandoned in July 1955, with the eight-mile segment from North Chicago Junction south to the Highwood Shops retained for access to the railroad's main backshop). The 25-mile Skokie Valley line was famous for its straight, fast, double track; its compound catenary on steel supports and its distinctive "Insull Spanish" depots. This was the raceway where the cars would be pegged at their balancing speed (between 72 and 85 m.p.h. depending on the car type, number of cars in the train and line voltage), and the front doors would whistle with the wind through their cracks.

In an open grassland area at South Upton Junction, the double-track connection to the Mundelein Branch jogged off to the west and the main line curved to the east. As the trees and the community of Lake Bluff closed in, the Mundelein Branch/Lake Bluff Shore Line spur crossed at grade with moveable-point diamonds and then dropped down alongside the main. As you rounded the northward curve at Lake Bluff, you might catch a glimpse of the single Lake Bluff-Mundelein shuttle car at the station "down in the hole" near the C&NW main line underpass.

From Lake Bluff up through the Great Lakes Naval Training Station you would always be on the lookout for traffic on the C&NW main line which paralleled the North Shore to the east. But your attention was also distracted to the west as the train passed Pettibone Yard, the freight facility where the two articulated freight motors, unusual battery steeple cabs and the quartet of GE steeple cab "pups" were kept.

Things happened quickly as you passed through this area. Orange line car 606 would occasionally be seen waiting to enter the main line at the underpass where the old Shore Line ducked under the C&NW at North Chicago Junction. The old depot there was one of the more distinctive on the line, with its wooden platforms wrapped against a sharp main line curve on a steep grade. North Chicago Junction was the "halfway point" on the railroad, and you would usually meet your southbound hourly counterpart at or near the depot.

With the traction motors growling, your train would climb out of North

Chicago Junction and return to "ground level" at Valley Junction, crossing the EJ&E and accelerating northward on the arrow-straight right-of-way through the suburban communities of North Chicago, Waukeegan and Zion, crossing into Wisconsin at State Line Road. In Kenosha you would fly right through the middle of the American Motors automobile plant of Nash Rambler fame, with the air horns blaring for the in-plant crosswalks. There was a lot of local industry around Kenosha, and it was a likely place to spot a freight motor out on the road. Such was also the case for Racine, a few miles further north.

Beyond Racine canted wooden poles and single trolley wire followed the straight double track up through the region of "mile" roads (Three Mile Road, Five Mile Road, Six Mile Road and Seven Mile Road) whose crossings were protected by wig-wag signals or more modern gates. The two landmarks on this part of the railroad were the Root River bridge (almost unnoticeable from the train and difficult to photograph from below) and Ryan Tower, where the North Shore crossed the C&NW freight line at grade.

Then it was over the "summit" of the railroad (elevation 730 feet) at College Avenue and down a beautiful sweeping curve on a .4% grade into the greater Milwaukee area in a long, wide cut. Just north of Bolivar Avenue the train would pass beneath a lightweight railroad girder bridge with a trolley wire above it. This was the old TMER&L "Milwaukee Electric" freight line connection from the Milwaukee Road to the Lakeside Power Plant at St. Francis—one of the last places in the country where two electric lines crossed one another with no connection (although the green "TM" steeple cabs were still working the power plant, by this time they rarely ventured west of the C&NW interchange at St. Francis).

Leaving the cut for a fill, the North Shore crossed over the main line of the Milwaukee Road on an imposing skewed through truss bridge. Although

HARRISON STREET was the south end of street-running in Milwaukee; the southbound train (below) is approaching Harrison on 5th Street. A "substitute *Electroliner*" with the non-powered "Soup Wagon" tavern-lounge 415 between powered coaches is shown (above) departing Harrison. The Milwaukee terminal (right) was an interesting place at night.

the bridge itself was single track with spring switches for the double track at either end of it, the trolley wire went through the bridge uninterrupted, with the northbound and southbound main line wires brought close together side-by-side. This permitted much higher-speed operation than would have been possible with wire frogs and a single wire across the bridge.

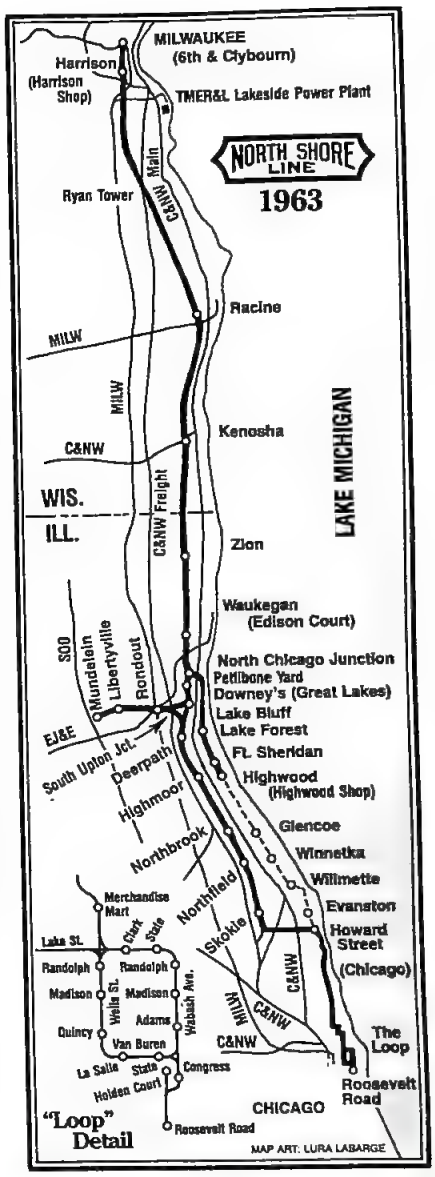
The high speed track came to an end on the high fill approaching Harrison Street yard and carbarn, the main servicing facility on the north end of the railroad. Off to the east and well below the fill, was the C&NW Chase roundhouse behind the North Shore shop. At the depot just north of the shop, the North Shore interurban became a streetcar line, with its tracks running down the middle of 5th Street, in front of homes with tree-lined sidewalks. The trains would work their way 2.8 miles into the city, pausing for stoplights and passing through neighborhoods that progressed from residential to more and more commercial. A fragment of private right-of-way marked the one block zig-zag to the west the railroad made going from 5th to 6th Street at Madison. Then more street running through the increasingly-congested city traffic. At National Avenue the railroad trolley wires crossed two sets of trolleybus wires above the street.

Then it was onto the long 6th Street viaduct over the Menomonee River and the Milwaukee Road freight and passenger mains into the North Shore Terminal at Clybourn Street. The switches for the three platform tracks were in the brick-paved intersection of 6th and Clybourn, and the single-point turnouts were lined by a switchman with a point rod and a red flag who "lived" in a cozy shanty at the end of the platforms. A station sign "CREAM CITY" (Milwaukee's nickname) adorned the end of the shanty. The Milwaukee Road's impressive station with its clock tower and trussed trainshed could be seen a block away to the west.

The North Shore Terminal had three stub tracks at high level platforms. Servicing pits ran the length of these same platforms and made them seem twice as high as one would expect. Adding to the multi-level character of this midtown facility were the two coach storage tracks just east of the platforms in a deep "hole" adjacent to the old "Merchandise Dispatch" freight house. Even further downhill on the east side of that building were the lower yard team tracks.

At the north end of the platforms was a handsome brick depot that would do justice to any prosperous railroad, complete with a lunch counter that exhibited an *Electroliner* painted on its mirror glass. The Hotel Schroeder, a couple of blocks to the north, provided an emphatic visual abutment to the north end of the North Shore Line.

I was fortunate enough to be able to explore the North Shore Line as both a passenger and railfan for about a year and a half before ICC and corporate politics finally shut down the railroad on January 21, 1963. By selecting the North Shore as the subject of my second-year "photo thesis" for school, I was able to spend some time lineside during weekdays working on "official school business." I was able to ride the Mundelein Branch shuttle from Lake Bluff and catch the freight action at Pettibone. It was one last chance to see the detailed workings of America's last true interurban.



It's Been 25 Years

HARRISON SHOP displayed an interesting array of equipment one afternoon in 1962, with a weathered orange "MD" car plus *Silverliner* and green coaches. Three of the GE steeple cab "pups" (below) were at Pettibone Yard in 1962 as line car 606 rolled south.

While the North Shore Line no longer ran open platform parlor cars or named limiteds, it did have some hold-over amenities. Every Tuesday and Thursday, one of the *Electroliner* trainsets would spend the day in Harrison Street Shop for its weekly inspection and maintenance. On these days a "substitute *Liner*" would take its place on the road; this would consist of three conventional coaches and the "Soup Wagon," non-powered tavern-lounge/dining car 415. While it was quite an experience to be sitting at an *Electroliner* tavern-lounge table downing an "Electro-Burger" as the train sped past elevated station platforms loaded with harried commuters, it was even more remarkable in the big-windowed openness of the 415—and that unpowered diner really got bounced around at speed between the powered cars at either end of it.

Other than the *Electroliners* and the 415, the North Shore was not much of an "equipment-spotter's" railroad to me at the time. There were combines, coaches and converted parlor cars in service, but I tended to overlook the differences and simply consider them "North Shore cars." Looking back now, I find the cars' histories and lineage of considerably more interest than I did back in 1962.

The North Shore roster reads like a *Who's Who* of great interurban carbuilders. The big steel coaches were in essentially six series: Brill 150-164 (1915), Jewett 165-169 (1917), Cincinnati Car Co. 170-197 (1920), Cincinnati 700-733 (1923-1926), Pullman 737-751 (1928) and Standard 752-776 (1930). Combines 250-256 were part of the 1917 Jewett order, and the 734-736 "gap" in the coach numbers was filled with three rebuilt parlor cars. Add to this the St. Louis Car Co. *Electroliners* and the General Electric freight motors, and you had quite an impressive equipment history.

In the early 1960s the North Shore cars were in two different paint schemes: the "standard" green and red and the "*Silverliner*" red and gray. Between 1950 and 1958, 28 of the 700-series coaches, rebuilt diner 409, tavern-lounge/diner 415 and combine 251 received the *Silverliner* livery, which featured fake stainless steel fluting painted on the lower side panels using shaded gray striping (the effect was so convincing that people standing right next to them would often assume the fluting was three-dimensional). Though you would occasionally see matched consists, there appeared to be no con-

THREE PROFESSIONAL EKTACHROMES JIM BOYD

STANDARD COACH 752 and *"Silverliner"* combine 251 squeal through the tight switchwork departing the Milwaukee terminal at 6th and Clybourn on May 14, 1962.

certed effort to keep the green cars or *Silverliners* together.

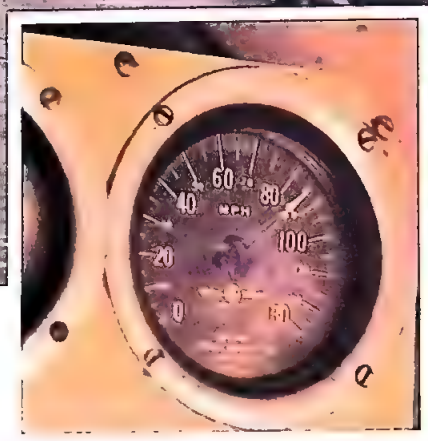
The combines were used for baggage and newspaper service. There was a baggage terminal at Holden Court (Congress Street) on a spur of the el about a half mile north of the Roosevelt Road station. For the four daily trains in each direction that carried baggage, a combine would be placed at the north end of the train. In Chicago, the combine would load baggage at Holden Court and then back down to Roosevelt Road just before departure time and couple onto the head end of the waiting coaches. There was a short baggage platform between tracks 2 and 3 in Milwaukee for access to the baggage doors of the combines.

Freight service on the North Shore was based out of Pettibone Yard in North Chicago. Cars for NSL customers would be interchanged with the EJ&E at Rondout, the Soo at Mundelein, the Milwaukee Road at Racine and the C&NW at Skokie. With hourly limiteds and numerous locals on line, the freights would really scamper between sidings to stay out of the way. Even in the early 1960s, there were still numerous freight customers at Skokie, along the Valley Line, around Waukegan, as far north as Racine, on the Mundelein branch and even on the north stub of the Shore Line.

To handle this freight business the North Shore rostered four GE steeple cab "pups," three of which were bought new in 1917 (452, 453) and 1923 (454) and one (457) bought second-hand in 1942 from the Arkansas Valley Interurban. To provide service to some of the industries along the Skokie Valley Line that had no wires over their plant trackage, the North Shore had two battery steeple cabs (455, 456) that would operate normally off the trolley wire but could venture out on battery power for up to five miles. Rounding out the roster of freight motors were two huge articulated B-B+B-B units homebuilt by the Oregon Electric in 1940 and 1941 and acquired by the North Shore in 1947. The 458 (Oregon Electric 50) had a big boxcab carbody with tiny steeple cab noses at each end, while the 459 (Oregon Electric 51) had a center cab and long hoods at either end. In spite of their drastically different appearances, both units were essentially the same mechanically.

The North Shore used trolley poles on its freight motors, and a "trolley hop" would man the retriever ropes to guide

EX-OREGON ELECTRIC articulated freight motors 458 and 459 were working at Pettibone Yard in North Chicago in the fall of 1962. Four trains daily each way between Chicago and Milwaukee carried combines for checked baggage and package service. Combine 250 was at the Holden Court freight platform on January 6, 1963.



EDITOR BOYD'S last photo of a North Shore train was *Electroliner* 803-804 at Madison and Wells in Chicago on January 18, 1963. On the run down from Milwaukee, the speedometer (**right**) had registered 86 m.p.h. On January 11, a northbound train (**below**) had paused in the blowing snow at Zion.

the poles in back-up moves while switching. When the Oregon Electric motors would put their 1120 horsepower to work on a heavy road job, two trolley poles would be put up to handle the current draw.

Although less-than-carload "Merchandise Dispatch" service had long since disappeared, the orange, wooden "MD" express cars could be seen in work train service at several points along the line. MD cars with pilot snowplows and sleet cutters were kept at Pettibone and Edison Court (Waukegan) for keeping the track and wires clear overnight in bad weather. The only MD car I ever saw moving under its own power, however, was one switching cars at the Highwood Shop.

My only visit to Highwood was a few days before the railroad was to shut down, but the shop was continuing major overhaul and interior work on about a dozen cars just as though they would run forever. It was a very strange encounter, to say the least.

I did not witness an actual North Shore Line last run. The weekend of January 21, 1963, when it was to shut down, found me with a freelance photography job back home in Dixon to cover. My last ride was Thursday, January 18, on the 2:00 o'clock *Electroliner* (803-804) out of Milwaukee. As the photos here show, we hit 86 m.p.h. on the southbound trip, and I detrained, as usual, at Wells and Madison, taking one last photo of the departing *Liner* before heading for All-Nation and North Western Station. I returned Sunday on the CB&Q and Milwaukee Road. I remem-

THREE PROFESSIONAL EKTACHROMES JIM BOYD

ber it was a nuisance to have to find a convenient schedule between the C&NW and Milwaukee Road.

While I was gone, the North Shore officially shut down with the arrival of Train 437 in Milwaukee at 2:55 a.m. on Sunday, January 21, 1963. Of course, the railroad didn't shut down that instant. The railroad had not "wound down" its service, and on the last day, Saturday, January 20, it had run a full schedule of trains. Over the next few days the equipment was moved into storage and secured. I regret that I made no note of the exact day and date, but one day in that next week I went out to Harrison Street Shop and was surprised to see senior inspector Orin Schmidt still in the office. We talked for a while, and he made his rounds securing the building. He said that he was the last North Shore Line employee still working on the railroad, but that when he locked up at 11:00 p.m. it would be shut down forever. The next people to open a door would be the scrappers.

I walked out that door with him and watched the railroad die without fanfare. I still do not remember the date.

Since that cold January night in 1963 I have made it a point to avoid the corpse of the North Shore Line. I never went back to see the track torn up, and I have never ridden the CTA's "Skokie Swift" service on the stub from Howard Street up to Skokie. Though I did ride and photograph the *Electroliners* when they were reincarnated on the Red Arrow Line in Philadelphia, I essentially walked away from the North Shore Line with my mental images intact. In my memory, the North Shore remains unchanged after 25 years.

THE LAST EMPLOYEE working on the North Shore was Inspector Orin Schmidt at the Harrison Shop, shown here just a few minutes before he locked up for the last time in January 1963. Two weeks before (below), Highwood Shop had been abuzz with activity.

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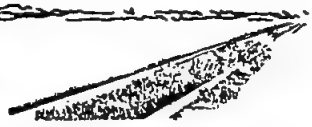

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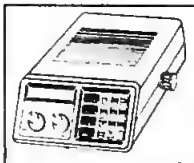

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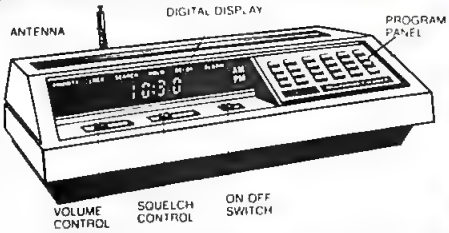

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A Touch of Gray

by Steve A. Lee
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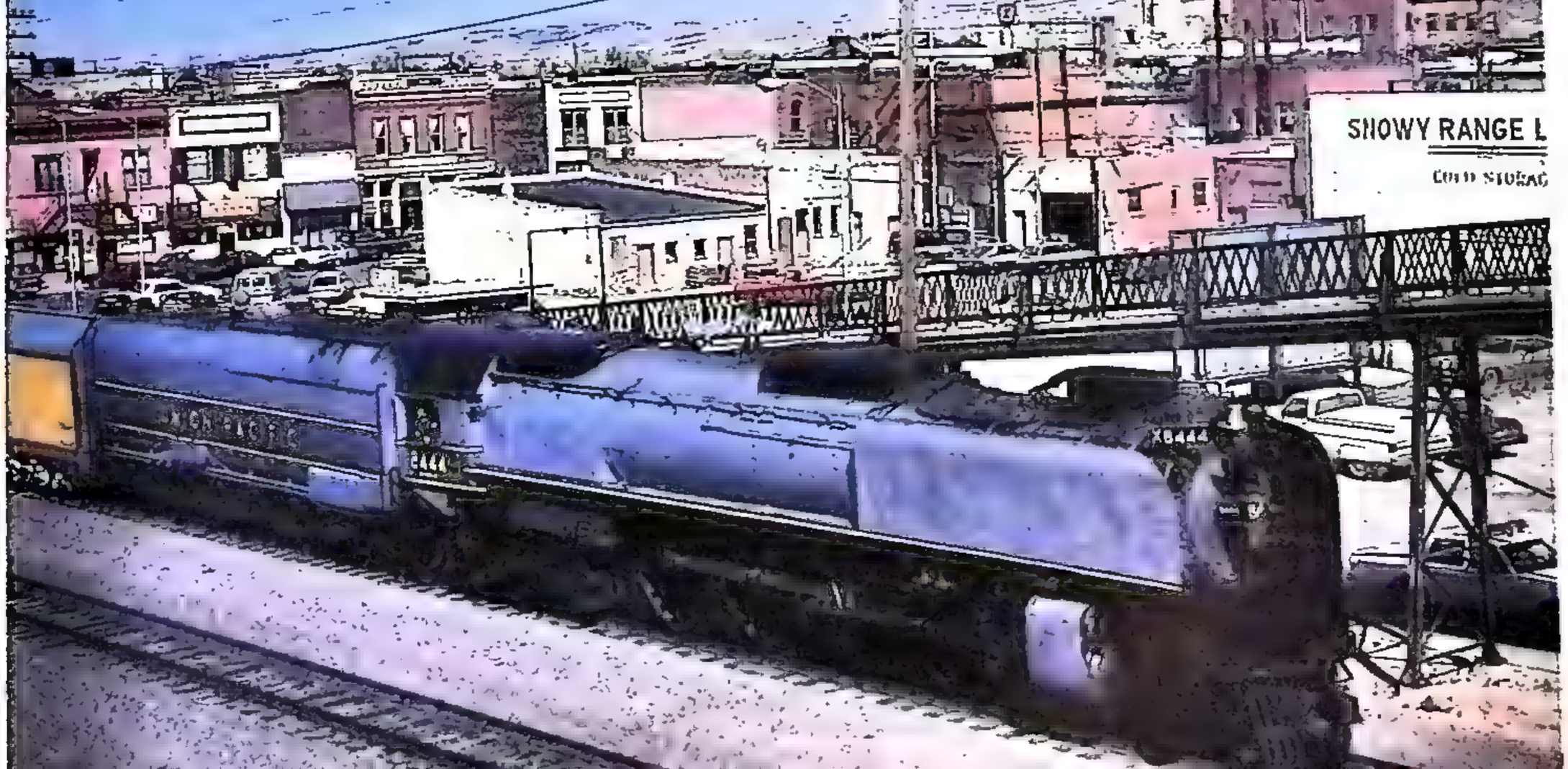
Here you see the 8444 in her "Greyhound" livery. She was painted in August at Cheyenne and made her public debut on the ferry move on September 22, 1987, from Cheyenne to the "River City Roundup" in Omaha. Her first railfan outing was the October 3 Intermountain Chapter NRHS trip from Denver to Laramie and return.

IN FULL STRIDE in the morning light of October 3, 1987, the gray 8444 hammered through Evans, Colorado, (top) en route from Denver to Laramie (below).

KODACHROME 64 PHOTOGRAPHY BY JIM BOYD, EXCEPT AS NOTED



KODACHROME JIM DOBAL

THE GRAY IMRON gave the 8444 a whole new character on the October 3 Intermountain Chapter NRHS fantrip. She is shown (above) departing Denver, easing into Hermosa on the return leg (right), and upon arrival back in Denver (below). The incorrect "C&NW Yellow" Scotchcal stripes and letters will be replaced with proper UP Armour Yellow. Note that the yellow stripes and letters have 1/4-inch black edging.

You might notice that the yellow stripes and lettering look a little off-the-wall. Do not adjust your set; they really are the wrong color. Due to a problem with the vendor, all the Scotchcal material arrived in what can only be described as C&NW Yellow (or other less complimentary terms). Due to the short time available before the first trip, we were forced to use this strange-looking stuff. However, at first opportunity, it will be replaced with honest-to-goodness Armour Yellow.

I am sure some nit-picker somewhere will take exception to the way the locomotive is painted, but one must bear in mind that there were a lot of minor variations on the two-tone gray scheme, which reflected the different shop practices and how much of a hurry they were in to get the engine back on the road. Some shops graphited the stack, whereas the drawings call for it to be black. Sometimes the insides of the smoke deflectors were painted gray, other times black. We researched photos and documents and went by the authentic 1946 UP painting and lettering diagrams—and we apologize to no one. With Challenger 3985 in freight black, we now have both of our steam locomotives in historically accurate liveries. In the past, silver tires and running board striping had been UP "Standard Prac-

LIGHTING: BILL BOTKIN AND MIKE EAGLESON

tice" for special occasions, but over the years the 8444's appearance had been inching further and further from steam-era reality with a touch of paint here and a set of flags there. Once we get the Armour Yellow back on, she'll be 100% again.

For the statistics fans, it took us almost two months to get the engine ready to paint and just over three weeks to paint it. It took five gallons of primer, 14 gallons of black, ten gallons of light gray, two gallons of dark gray and three gallons of our secret oil/graphite recipe to paint the locomotive. All paint is DuPont Imron, and that ain't cheap stuff.

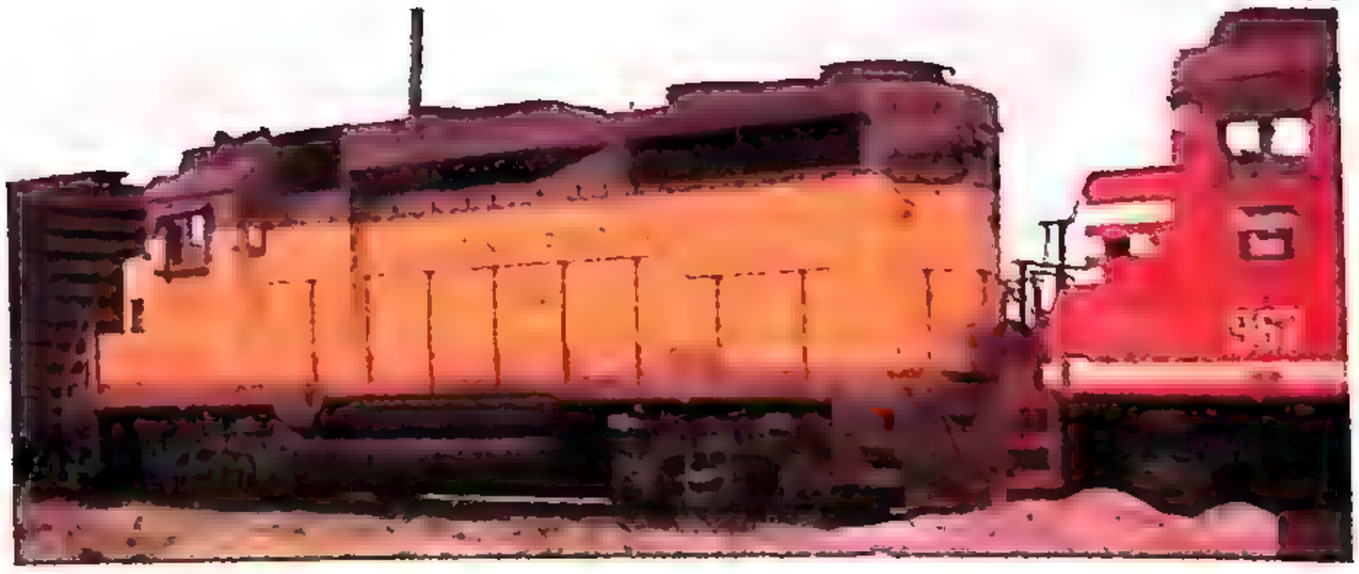
To help clean and prepare the locomotive for painting, we gathered up four members of the old 3985 Committee, who again spent their weekends and spare time scraping and cleaning on 8444. They also did a lot of touch-up and detail work on the locomotive. The majority of the painting was done by our boilermaker, Ron Tabke, with the whole enterprise being watched over by our foreman, Art Lockman. To these six dedicated UP rails goes the credit for this beautiful finished locomotive. Of course, our Executive Vice-President Operations Jerry R. Davis made it all possible in the first place by personally authorizing the repainting and the purchase of the necessary materials.

I don't mind telling you, I am very proud of the people and the finished product.

Incidentally, for the benefit of those motorcaders on recent trips who found our pace at times a bit frantic for the 55 m.p.h. highway speed, permit me to note that there are no "artificial" speed restrictions on either of our locomotives. When schedule-keeping permits,

EKTACHROME JIM EHERNBERGER

EKTACHROME: JIM BOYD



GP30 844 was in Galesburg, Ill., on the CB&Q in 1963. The gray paint on 8444 was done by (left, 1 to r) Rick Steele, Bob Krieger, Lynn Nystrom, John Boehner, Steve Lee, Ron Tabke (on pilot) and Art Lockman.

we prefer to keep both engines under 60 m.p.h. simply to prolong the life of the machinery. However, both are authorized to run at track speed (79 m.p.h. passenger on most main lines).

And what of that four-digit number? Although the 8444 has worn her present number longer than she wore her 844, I would like to see the original number restored. For the time being, however, GP30 844 (whose delivery in 1962 caused the steam engine to be renumbered) is one of about ten GP30s remaining in active service on the UP. This diesel seems to have acquired the "survivor instinct" of her numbersake and deserves to be retired with honor. When that time comes, we will see what can be done about making the 8444 an "800" again.

THE "KODACHROME CLUB" of America's authentically colorful 4-8-4s consists of Southern Pacific *Daylight* 4449 (top), in Soledad Canyon, Cal., on May 12, 1984; *Overland* gray 8444 (above), at Harriman, Wyo., on October 3, 1987; and N&W Class J 611 (below) crossing the Roanoke River near Salem, Va., on Novmber 1, 1982.

Markers

BY JIM BOYD

CONRAIL CABOOSE 19882 was in the siding at Deep River, Conn., on July 11, 1987, as Valley Railroad 2-8-0 97 steamed past. This same number is on the PC caboose in Clinton, Michigan.

The Real 19882

In our November 1987 MARKERS we had a color photo and a discussion about Penn Central caboose 19882, restored by the South Michigan Railroad Society at Clinton, Michigan. Their caboose was actually PC/Conrail 23821, which had reportedly begun life as New Haven C-305; it was numbered PC 19882 in honor of the car that had been assigned to the Clinton-Lenawee Junction line between 1975 and 1980.

We got our first inkling that there was more to the story when we got a phone call from Howard Pincus, who is very active in equipment restoration at the Connecticut Valley Railroad Museum in Essex, Connecticut. "Y'know," Howie began, "I think that we've got the *real* 19882 up at Valley."

New Haven fan Tom Pruchnicki followed up shortly thereafter with the news that he had "...confirmed from Conrail records that CR 19851 (also Conrail and PC 23821) had been sold to Southern Michigan in February 1987." According to Tom's research, the 19851 is former-New Haven C-626.

He also sent us the accompanying photo of the real Conrail/PC 19882 at Deep River, Conn., in the company of 2-8-0 97 on July 11, 1987. This car was former-NH C-618, which was sold by Conrail to the Berkshire Scenic Railroad before showing up at Valley. How would Paul Harvey say it? "And now you know the *rest* of the story."

Old Ektachromes

After riding the clean and colorful preserved North Shore Line cars 714 and 251 at the Illinois Railway Museum last Labor Day (December '87 R&R, page 76), it was quite a shock to dig out my slides of the NSL from 1962 and 1963 and see how badly the color had faded on those 25-year-old Professional Ektachromes. The bright colors were washed out, and everything was turning pink. I had already decided to run a piece on the 25th an-

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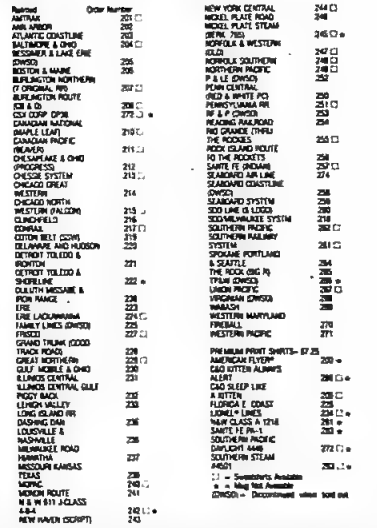

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STEVE A. LEE

GREYHOUND 8444 was at the Cheyenne bus depot on August 10, 1987. A half mile away, UP 8444 was being painted in "Greyhound" colors.

niversary of the demise of the NSL, but unfortunately it was too close to color deadline to seek out other collections (hopefully somebody back then was shooting Kodachrome) for better photos. Indulge me the slightly strange color on pages 59-60, for in a few years the original transparencies will be beyond recall. Copying onto Kodachrome will stop the deterioration and preserve the images, but far too much of the vibrant color is already gone. Our color lab did a good job in taking away much of the red, and the NSL photos you see in print look better than the transparencies. I am amazed to find photos that I remember so clearly taking so deteriorated by age. I just hope I don't show the same signs of wear and tear myself.

Preserved NSL equipment

It's interesting that quite a lot of North Shore equipment will probably far outlive my Ektachromes. Illinois Railway Museum should have [illegible] fully restored to its *Electroliner* livery and in service by this summer, and the other *Electroliner* set, 803-804, is at the Shade Gap Electric Railway in Orbisonia, Penn., where it is undergoing restoration as the Philadelphia *Liberty Liner* "Independence Hall."

In addition to the two cars pictured last month, IRM also has North Shore green coaches 160 and 749, green combine 253, line car 604, streetcar 354 and two or three MD cars. Because of their weight, all of the North Shore's freight motors were sold for scrap, but other significant pieces of equipment saved include diner 415 at the Seashore Trolley Museum in Kennebunkport, Maine; car 709 at the Shore Line Trolley Museum in East Haven, Conn.; car 172 at the Indiana Transportation Museum in Noblesville, Ind.; Car 756 at the Fox River Trolley Museum in South Elgin, Ill.; and a number of cars reportedly at the Gerald Brookings Museum in Olmsted, Ohio. There are probably others out there that we've overlooked, but it is good to

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NEW YORK CENTRAL 1988 CALENDAR. Color painting on cover. Thirteen photos inside and historical information, $4.95 each. Ohio residents include 27¢ sales tax. New York Central Syalem Historical Society, Dept.C, PO Box 58994, Philadelphia, PA 19102-8994. 388

LACKAWANNA & WYOMING Valley Railway Historical Society 1988 Railway Calendar. Color cover and 12 black and white photos of rail, transit and traction on Northeastern Pennsylvania. 11 X 17, $3.95 postpaid via 1st Class Mail (includes 17¢ state tax). Calendar, Dept. RR, PO Box 1152, Scranton, PA 18501. 288

know that so many North Shore cars are preserved and operational.

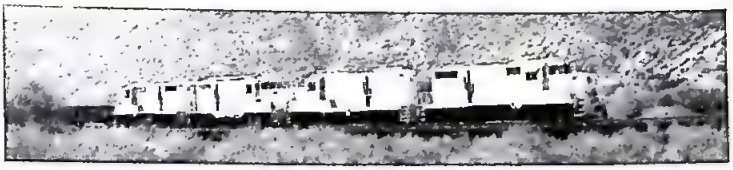
And if you happen to be around Chicago on January 29, you can observe the 25th anniversary of the North Shore Line abandonment with the slide show at the Railroad Club of Chicago, 7:30 p.m. at the Bismark Hotel, 171 W. Randolph Street. Admission for non-members is $1.75. For any additional information, phone 312/235-5083.

Greyhound 8444

"Steve, come here; you're not gonna believe this!" That got the attention of the Union Pacific's Steve Lee, caretaker of Challenger 3985 and 4-8-4 8444. He was led from his office in the Cheyenne, Wyoming, depot across the street to the bus station. There it was: Greyhound 8444. Greyhound *bus* 8444.

Jim

next in month RAILFAN & RAILROAD



● **THE COPPER BASIN:** There have been a lot of changes lately in the railroads of Arizona's copper mining region, and Sandy Burton examines the operations new and old from the Geeps of the Copper Basin Railroad to the RS3s of the San Manuel Arizona.

FEBRUARY 1988 ISSUE ON SALE JANUARY 1

HISTORIC RED CLAY VALLEY'S, 1988 Wilmington and Western Calendar. Including thirteen historical and current black and white photographs. Limited supply, $6.00 postpaid. HRCV Calendar, Box 5787, Wilmington, DE 19809.288

1988 CALENDAR. UP, GN, NP steam, diesel, electric in inland northwest Five dollars each, postpaid Inland Empire Railway Historical Society, PO Box 5334, Spokane, WA 99205. 188

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VIDEO TAPE - Video reproductions of Western Maryland Railway narrated promotional films. Volume 1, "Fast Freight Rolling", (Beta or VHS, 30 minutes). See the WM during steam days. Includes steam action on Black Fork Grade, Helmsteter's Curve and other locations. Also a short segment on Lincoln's trip to Gettysburg. Volume 2, "Clear Track Ahead", (38 minutes). Some of Volume 1 footage plus transition to early WM diesels. $53.00 post paid, $55.65 MD residents post paid, for each volume. Other items available. Price list sent with order or send SSAE to: WMRHS, PO Box 395, Union Bridge, MD 21791. 388

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WANTED, WANTED! Information on Monon and Indiana Harbor Belt Railroads. Pictures, postcards, movies, signs, books, keys any gauge trains, anything at all! Barney Ross, 403 Elm Street, Paw Paw, MI 49079. 288

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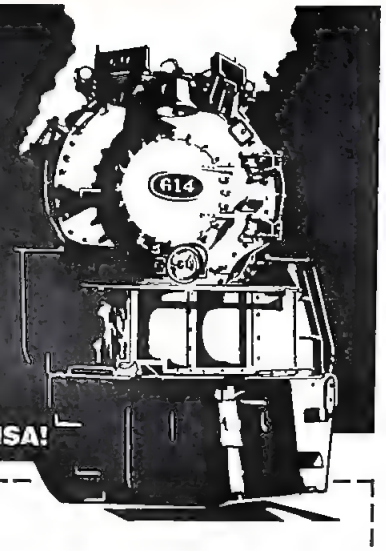

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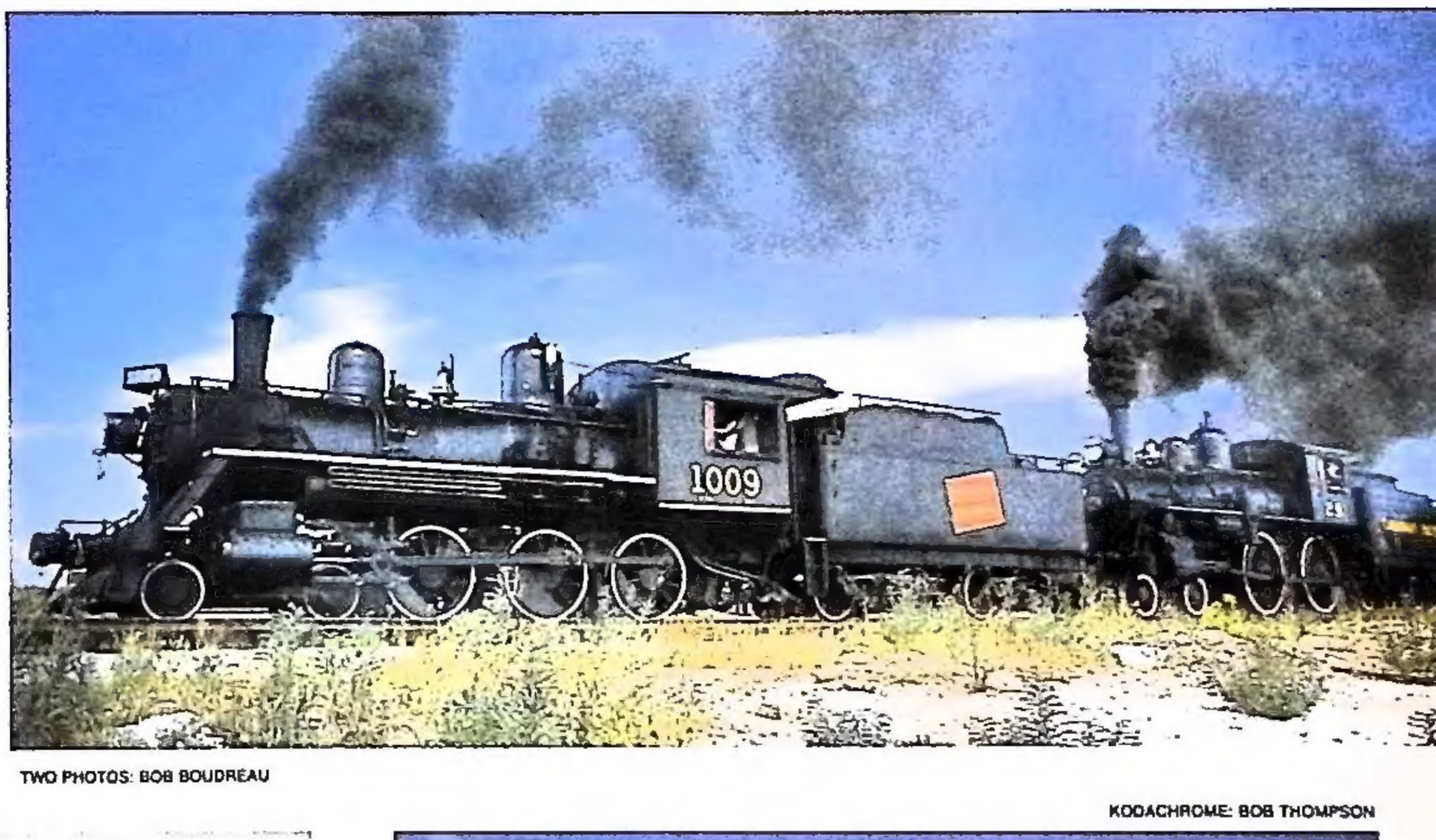
FOR HER 100TH BIRTHDAY, CPR 4-4-0 29 was fired up for the first time in nearly 28 years on September 6, 1987, by owner Salem & Hillborough in New Brunswick, Canada. Steam pressure was kept at a minimum to make her "look" live and operate the whistle. The 29 doubleheaded with CNR 4-6-0 1009 during the celebration. See page 38.



TWO PHOTOS: BOB BOUDREAU

Railnews

EKTACHROME: STEVE ESPOSITO, ANDOVER JUNCTION PUBLICATIONS

AND THE 14 MAKES FOUR Mikados now serviceable on the East Broad Top. Recently overhaulled 2-8-2 14 returned to tourist service and joined the 12, 15 and 17 for a quadruple-header during EBT's Fall Spectacular on October 10, 1987.

THE CENTRAL OKLAHOMA Railfan Club ran its first fan-trips on the AT&L Railroad on September 12, 1987, with eight seven-mile roundtrips around Watonga, Ok., using an ex-*Super Chief* lounge and three ex-BN cabooses. The AT&L is named for its owner's grandsons: Austin, Todd and Ladd.

KODACHROME: BOB THOMPSON

KIAMICHI RAILROAD GP9 901 and GP35m 3801 show their proper burgundy color at Hugo, Ok., September 25, 1987. The color shown in the November 1987 R&R was inaccurate. See page 40.

JAMES TERRELL

RAILFAN & RAILROAD

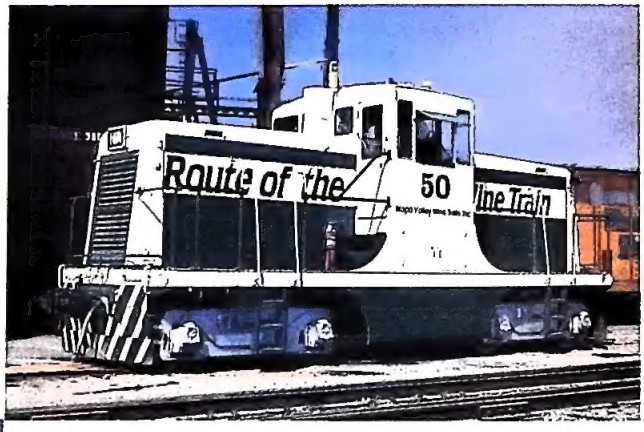
KODACHROME HOWARD GRABILL

SEABOARD SYSTEM SD50S posed over-and-under at CSX Corbin Yard on the evening of October 2, in conjunction with the 1987 L&N Historical Society Convention at Corbin, Kentucky.

KODACHROME. HOWARD PINCUS

THE VALLEY RAILROAD has repainted their former-Long Island 44-tonner in New Haven inspired livery. See page 40 for details.

KODACHROME: TOM SAVIO



KODACHROME TOM SAVIO

THE NAPA VALLEY RAILROAD has repainted their purple (R&R October '87, page 4) ex-CP&LT 44-tonner into a "grape-leaf green" scheme, as shown at Napa on October 8, 1987. The NVRR has purchased the Rio Grande's "Ski Train" of ex-Northern Pacific heavyweights for use on the *Napa Valley Wine Train* to start up in the spring of 1988. Car 1015 is pictured (left) at Solano Rail Car in Oroville, Cal., on September 26, 1987. See page 38.

KODACHROME KERMIT GEARY JR

KODACHROME: BEN KERR

BN-INSPIRED PAINT SCHEMES are worn by Ontario Midland's ex-BN RS3 4056, at Sodus, N.Y., on September 7, 1987 and Central Montana's six former-BN GP9s at Denton, Mont., last summer.

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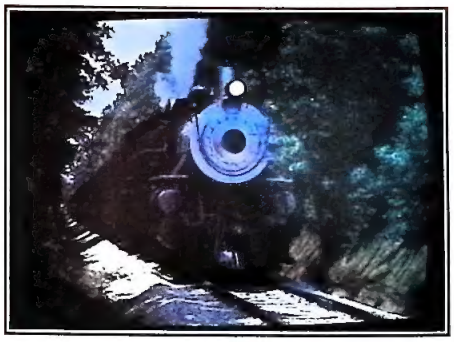

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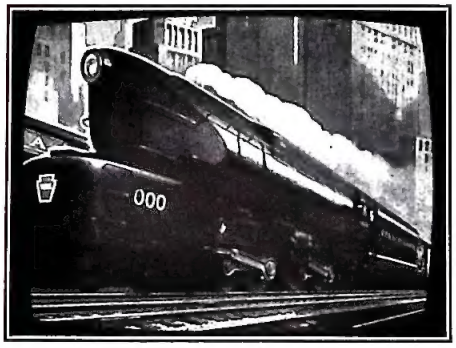

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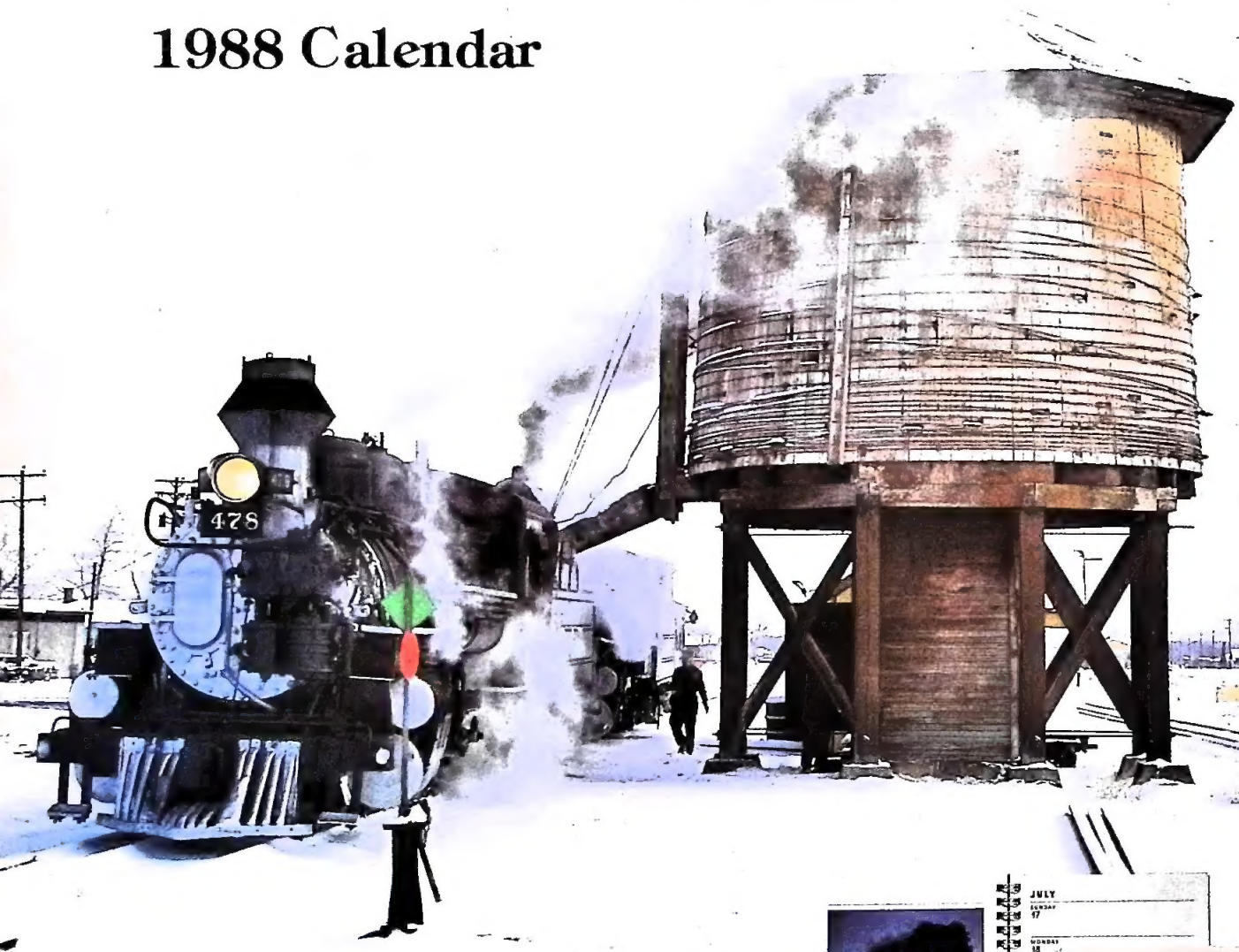

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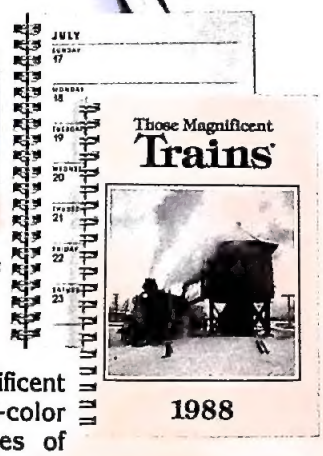

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